TRANSPORTATION ADVISORY BOARD

MEETING OF THE TECHNICAL ADVISORY COMMITTEE

Wednesday | September 1, 2021 9:00 AM Webex

AGENDA

- I. CALL TO ORDER
- II. APPROVAL OF AGENDA (Agenda is approved without vote unless amended.)

III. APPROVAL OF MINUTES

August 4, 2021 meeting of the TAB Technical Advisory Committee

IV. TAB REPORT

V. CONSENT ITEMS

- a. 2021-27: 2022 Regional Solicitation: Unique Projects
- b. 2021-28: 2022 Regional Solicitation: Modal Funding Ranges
- c. 2021-31: 2022 Regional Solicitation: Weighting of Criteria and Measures
- d. 2021-33: 2022 Regional Solicitation: Project Selection Guarantees
- e. 2021-34: 2022 Regional Solicitation: Qualifying Criteria and Eligibility
- f. **2021-36**: 2022 Highway Safety Improvement Program (HSIP) Application: Release for Public Comment

VI. COMMITTEE REPORTS

- 1. Executive Committee (Jon Solberg, Chair)
- 2. TAC Action Items
 - a. 2021-38: Streamlined TIP Amendment: MnDOT Security Gate (Joe Barbeau, MTS)
- 3. Planning Committee (Emily Jorgensen, Chair)
 - a. 2021-23: 2022 Unified Planning Work Program (UPWP)
 - b. **2021-24:** Regional Bicycle Transportation Network (RBTN) and Regional Bicycle Barriers Updates
 - c. 2021-25: MnDOT Functional Classification System Changes
 - d. 2021-26: MnDOT Functional Classification A-Minor Arterial Changes
- 4. Funding & Programming Committee (Michael Thompson, Chair)
 - a. **2021-37**: Scope Change/TIP Amendment Request for Hennepin County Signal Revisions and Pedestrian Improvements
 - b. **2021-30**: 2022 Regional Solicitation: Funding Category Minimum and Maximum Funding Amounts
 - c. 2021-32: 2022 Regional Solicitation: Measures and Scoring Guidance
 - d. 2021-35: 2022 Regional Solicitation: Release for Public Comment

VII. INFORMATION ITEMS

- 1. Transportation Improvement Program (TIP) Public Comment Summary (Sara Maaske, Communications)
- **VIII. AGENCY REPORTS**
- IX. OTHER BUSINESS
- X. ADJOURNMENT

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

Transportation Advisory Board of the Metropolitan Council

Minutes of a Meeting of the TECHNICAL ADVISORY COMMITTEE Wednesday, August 4, 2021 9:00 A.M.

Members Present: Jon Solberg, Brian Isaacson, Jack Forslund, Darin Mielke, Erin Laberee, Chad Ellos, Lisa Freese, Emily Jorgensen, Andrew Witter, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Andrew Emanuele, Mahjabeen Rahmann, Matt Fyten, Praveena Pidaparthi, Danny McCullough, Karl Keel, Ken Ashfeld, Charlie Howley, Paul Oehme, Michael Thompson, Marc Culver, Jim Kosluchar, Ethan Fowley, Jim Voll, Paul Kurtz

1. Call to Order

The meeting was called to order by Chair Solberg at 9:02 a.m. Due to the ongoing COVID-19 pandemic, the meeting was held via video conference.

2. Approval of Agenda

The Committee approved the agenda with no changes. Therefore, no vote was needed.

3. Approval of Minutes

The minutes of the July 7, 2021, meeting were presented to the Committee for consideration. Chair Solberg noted that there was an error in the minutes that required correction. The minutes incorrectly stated that Michael Thompson provided the Funding and Programming Committee report. Mr. Thompson was absent on July 7, and Mr. Oehme provided the report.

A motion to approve the July minutes with the change was made by Mr. Keel and seconded by Ms. Jorgensen. Motion carried.

(Meeting minutes for the March 4, 2020, minutes will be presented for approval at a future committee meeting.)

4. TAB Report

TAB Coordinator Ms. Koutsoukos provided a summary of the July 21, 2021 meeting. Ms. Koutsoukos reported that the Regional Solicitation will go to the TAB to be released for public comment in September.

5. Committee Reports

1. Executive Committee (Jon Solberg, TAC Chair)

Chair Solberg reported that the Executive Committee met prior to the TAC meeting. Discussion topics included details on Regional Solicitation items on the agenda. The Executive Committee also began the discussion on the TAC Bylaws changes but were unable to finish the discussion. The Committee will meet at a later time to finish the discussion.

2. TAC Action Items

No items.

3. Planning Committee (Emily Jorgensen, Chair)

No items.

4. Funding and Programming Committee (Michael Thompson, Chair)

Mr. Thompson noted that the Funding and Programming Committee met in July to discuss items on the TAC agenda, but that there were no action items.

6. Information Items

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1. Regional Solicitation: Measures

Pedestrian Safety Measure in Roadway Applications

Heidi Schallberg of MTS introduced this item. Ms. Schallberg, along with Jessica Schoner of Toole Design, discussed the pedestrian safety measures used in the Strategic Capacity, Modernization, and Spot Mobility and Safety categories. The proposed safety measure, which stems from work done in the Pedestrian Safety Action Plan, and would be more sensitive to project context. It would also slightly change the weighting to more heavily weigh risk factors. Specific comments for this item included:

- that the overall point value for the measure should be increased, particularly in the Roadway Reconstruction/Modernization category;
- that the measure could be difficult to score in certain suburban contexts where transit is based less on specific stops and more on riders who "flag down" a bus;
- that the 500-foot threshold for walksheds may need to be increased; and
- that there should be consideration given to using either projected or existing pedestrian counts as opposed to generators.

The Committee discussed details of the proposed changes in depth, ultimately showing general support for the proposed changes. The recommendations will be discussed in more detail at the August meeting of the TAC Funding and Programming Committee.

II. Traffic Counts and Transit Usage

Mr. Peterson presented this item, which proposed allowing applicants to choose to use historical traffic and transit volumes for the 2022 Regional Solicitation application. Mr. Peterson explained that traffic counts are completed every three years in the region. As 2020 (and likely 2021) volumes are significantly lower than previous volumes, this disadvantages roadways which had counts in these years versus those counted in 2019. The change would allow applicants to choose a historic AADT volume from MnDOT for roadways that have a 2020 or 2021 count.

Mr. Peterson continued by introducing Daniel Pena of MTS Planning. Mr. Pena explained that the use of 2019 or 2020 transit ridership data may provide similar problems. The proposed solution would allow applicants to use their best judgement in deciding which year to use for annual ridership for peer routes in the Transit Expansion category. For ridership in the Transit Modernization category, along with connecting trips in both the Expansion and Modernization categories, a weighted average of 75% from 2019 and 25% from 2020 is proposed. The Committee showed general support for the proposed changes.

III. Potential Point Changes in Spot Mobility and Safety

Mr. Peterson presented this item, which is aimed at assigning more points to the Safety criterion in the Spot Mobility and Safety application category, to the Committee,. The Safety and Congestion Reduction/Air Quality criteria are each worth 25 of the points, for a total of 50%, in the category and a

previous proposal recommended reallocating points from the latter to the former so that 2/3 of these points reflect safety and 1/3 are for congestion and air quality.

Mr. Peterson noted that this was discussed at the July 22, 2021, meeting of the TAC Funding and Programming Committee, during which members expressed the following:

- a desire to support vehicle delay, as this was one of the primary reasons why this funding category exists;
- that risk assessment still applies to Spot Mobility and Safety projects; and
- that the Truck Corridor Study tiers measure is not pertinent to this application category and would be a good option to reduce in order to increase the points for safety.

The recommendation from the Funding and Programming Committee was that an additional 60 points would be assigned to the Safety criterion, with 30 points taken from the regional truck corridors measures and 30 from congestion within the project area measure. TAC showed general support for the proposed changes.

IV. Crash Modification Factors

Mr. Peterson presented this item, which would update text to reflect the addition of a list of Crash Modification Factors from the Regional Solicitation Before and After Study Phase 2. In this study, a list of commonly used Crash Modification Factors was developed to assist applicants. Applicants would be provided the option to use this list as a resource but may also opt to use different modification factors if desired. TAC showed general support of the proposed change.

V. Equity and Affordable Housing

Amy Vennewitz and Jed Hanson of MTS Planning presented this item. Ms. Vennewitz noted that the Council had received feedback from applicants that the measures are difficult and time-consuming to calculate. Previously, Equity and Affordable Housing were separate measures. The proposed change would aim to combine these measures and examine equity more holistically. The change would be more qualitative in nature and would allow the applicants to discuss the process they employed in order to engage BIPOC, low-income, and other equity populations. TAC showed general support for the proposed change.

2. Regional Solicitation: Unique Projects Update

Cole Hiniker of MTS Planning presented this item. Mr. Hiniker noted that historically, unique projects were funded on a case-by-case basis. During the development of the 2020 Regional Solicitation, TAB directed staff to create a Unique Projects application category and form a Policy Workgroup to discuss the criteria and evaluation of applications after completion of the 2020 Regional Solicitation.

The Unique Projects application category is taken directly from the Regional Solicitation funding allocation and not from the modal categories. It comprises 2.5% of the total funds, which is approximately four-to-five million dollars for the 2022 Regional Solicitation. The Unique Projects Policy Workgroup met a total of five times from April to July. The recommendations that resulted from this process were that applications must: demonstrate that their submittals do not fit into any other funding category; fit the purpose of the category, and meet thresholds related to innovation--reducing adverse environmental impacts, improving racial equity, supporting multimodal communities--and have a regional impact and build collaboration within the region. The Policy Workgroup would evaluate and rank projects based upon these criteria. TAC showed general support for the Policy Workgroup's direction and suggestions.

7. Agency Updates

Due to time constraints, Chair Solberg recommended TAC table the remaining three information items on the agenda. Mr. Harrington of Metro Transit noted that transit service that had been on temporary hiatus due to the COVID-19 pandemic would be returning September 1st. Service will also be improved for Route 3.

8. Other Business and Adjournment

The meeting adjourned at 11:06 a.m.

Prepared by:

Dave Burns

ACTION TRANSMITTAL No. 2021-27

DATE:	August 25, 2021
TO:	Technical Advisory Committee
FROM:	TAC Funding and Programming Committee
PREPARED BY:	Cole Hiniker, Manager of Multimodal Planning (<u>cole.hiniker@metc.state.mn.us</u>)
	Joe Barbeau, Senior Planner (<u>joseph.barbeau@metc.state.mn.us</u>)
	Steve Peterson, Manager of Highway Planning and TAB/TAC Process (<u>steven.peterson@metc.state.mn.us</u>)
	Elaine Koutsoukos, TAB Coordinator (<u>elaine.koutsoukos@metc.state.mn.us</u>)
SUBJECT:	2022 Regional Solicitation: Unique Projects Category Details
REQUESTED ACTION:	Approval of the Unique Projects category details for the 2022 Regional Solicitation.
RECOMMENDED MOTION:	That TAC recommended that the Transportation Advisory Board adopt the Unique Projects category details and evaluation criteria for inclusion in the 2022 Regional Solicitation package.

BACKGROUND AND PURPOSE OF ACTION: A project application during the 2018 Regional Solicitation from the City of Saint Paul for electric vehicle charging and car share created a desire for the Transportation Advisory Board (TAB) to explore ways to allow projects that do not fit the Regional Solicitation application categories to still submit applications for funding. In 2019, a Regional Solicitation Policy Workgroup met and recommended the creation of a Unique Projects application category for the 2020 Regional Solicitation. The TAB set aside 2.5% of the total available funding in 2020 Regional Solicitation but deferred the project selection until the 2022 Regional Solicitation to allow time to develop an evaluation process for applications.

From April 23 to July 9, 2021, a 14-member Regional Solicitation Unique Projects Policy Workgroup comprised of TAB members met five times to provide policy direction on the Unique Projects application category. The Workgroup discussed the following items related to the Unique Projects application category, most of which are addressed in the attached document:

- Purpose
- Goals and outcomes (basis of the evaluation criteria)
- Evaluation criteria and weighting
- Evaluation measures
- Application process and timeline
- Minimum and maximum award amounts
- Match expectations
- Relation to TDM Innovation application category (no change recommended)

A technical committee also met twice to provide recommendations on evaluation measures. The Workgroup reviewed recommendations at their final meeting on July 9 and confirmed the recommendations that would go to TAB and its technical committees for review and comment.

The Unique Projects application category recommendations were presented to TAB in July and August for discussion. The recommendations were also presented to TAC Funding and Programming in July and TAC in August. Staff produced the necessary Regional Solicitation documents for the Unique Projects application category based on the recommendations from the Workgroup and Unique Projects technical committee. The Attachment to this Action Transmittal reflects the work of these groups and how the Unique Projects application category will appear in the overall Regional Solicitation. Comments on the recommendations from TAB and its technical committees were incorporated into the document (pending final TAB information item on August 18).

This action sets in place the various elements of the Unique Projects categories that will be included in the 2022 Regional Solicitation release and these elements will be reflected in the final Regional Solicitation package as released for public comment.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding. The Unique Projects application category was created by TAB action in September 2019 and the development of the category details were deferred until the 2022 Regional Solicitation development process.

COMMITTEE COMMENTS AND ACTION: At its August 19, 2021, meeting the TAC Funding and Programming Committee unanimously recommended adoption of the Unique Projects category details and evaluation criteria for inclusion in the 2022 Regional Solicitation package.

то	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	8/19/2021
Technical Advisory Committee	Review & Recommend	9/1/2021
Transportation Advisory Board	Review & Adopt	9/15/2021

ROUTING

UNIQUE PROJECTS FUNDING CATEGORY

Unique Projects is a separate application category in the 2022 Regional Solicitation.

Funding Availability, Minimums, and Maximums

Approximately \$4 million is available for Unique Projects after funding for the Travel Behavior Inventory/Regional Travel Model. TAB may elect to fund Unique Projects at an amount lower than \$4 million, depending on the amount of funding requested and quality of the submittals.

The table below shows the minimum and maximum federal award for the Unique Projects application category that applicants can apply for as part of the Regional Solicitation. The values do not account for the required minimum 20 percent local match that applicants must contribute to the project.

Modal Application Categories	Minimum Federal Award	Maximum Federal Award
Unique Projects	\$500,000	\$4,000,000

General Process and Rules

The following rules are specific to the Unique Projects application process:

1. Unique Project applicants may submit an application of interest as part of a two-step application process. This first step is optional for applicants. Materials submitted will be kept confidential among staff reviewing the submittals. The second step is to fill out the actual application. The timeline for the Unique Projects application of interest is as follows:

Unique Projects Application of Interest	Timeframe
Release Application of Interest Form	October 1, 2021
Application of Interest Form Due	November 19, 2021
Consultation with Applicants	Nov. 19, 2021 - January 31, 2022

- 2. The Unique Projects application category is primarily focused on projects that would not otherwise be eligible in other funding categories. However, any project can apply in the Unique Projects category if the applicant believes the project is truly unique and would receive a positive evaluation based on the category criteria. This is up to the applicant's discretion to determine. The Transportation Advisory Board reserves the right to disqualify projects that it does not believe fit the intent of Unique Projects. All projects must be eligible for federal funding under the Surface Transportation Block Grant Program or Congestion Mitigation and Air Quality Program
- 3. Unique Projects must agree to all of the qualifying requirements of the Regional Solicitation unless stated otherwise in the qualifying requirements.

Application: Regional Solicitation for Transportation Projects

Unique Projects should select program year(s) 2024 and/or 2025.

Unique Projects applicants should submit the following materials as appropriate for their proposals:

- Supporting technical documentation (up to six pages) for metrics or data referenced in their criteria evaluation responses.
- A letter of commitment from any private service, vendor, or non-profit proposed to be included in the project. If letters of commitment are not included, please attach a description of how private services, vendors, or non-profits will be selected as part of the project delivery process.
- Upload project budget (budget should include applicable costs, such as salary, fringe benefits, overhead expenses, marketing, materials, etc.).
- If a project application includes any information that is considered confidential for competitive reasons, please indicate which sections are confidential on the attached materials.

Unique Projects – Application of Interest Form

PROJECT INFORMATION

- 1. PROJECT TITLE:
- 2. PROJECT LOCATION (limit 100 words):
- 3. BRIEF PROJECT DESCRIPTION (Include types of improvements limit to 300 words):
- PROJECT BUDGET AND SOURCES (Provide a general budget for the project and budget description; at a minimum, include anticipated total budget and federal request figures – limit to 100 words):

EVALUATION CRITERIA

1. Describe how the project will be innovative by using new approaches to existing or emerging challenges.

RESPONSE: (Limit 1,400 characters; approximately 200 words)

2. Describe how the project will reduce the adverse environmental impacts of transportation.

RESPONSE: (Limit 1,400 characters; approximately 200 words)

3. Describe how the project will directly improve racial equity, particularly for black, indigenous, and people of color.

RESPONSE: (Limit 1,400 characters; approximately 200 words)

4. Describe how the project supports multimodal communities.

RESPONSE: (Limit 1,400 characters; approximately 200 words)

5. Describe how the project will have a regional impact or how it could be expanded to more of the region.

RESPONSE: (Limit 1,400 characters; approximately 200 words)

6. Describe how the project will build partnerships or collaboration.

RESPONSE: (Limit 1,400 characters; approximately 200 words)

UNIQUE PROJECTS

Prioritizing Criteria and Measures

September 15, 2021

Definition: An innovative project that would not be eligible or competitive in other application categories and that reduces adverse environmental impacts, improves racial equity, and supports multimodal communities.

Scoring:

Projects will be evaluated on a five-point scale for each of the six criteria listed below. Each measure will be given equal weight within the criteria and averaged to get the criteria value. Criteria values will be calculated to 1 decimal points (e.g., 4.2 or 3.1). The total score will be a weighted average of the criteria values. If projects are deemed to have not addressed a specific criteria or measure at all, zero points can be awarded.

Criteria and Measures		% of Total	Excell- ent (5 pts)	Very Good (4 pts)	Good (3 pts)	Fair (2 pts)	Poor (1 pt)
1.	Innovation	28%					
	Measure A – New approach to existing and/or emerging challenge(s)						
2.	Environmental Impacts	21%					
Measure A – Improve air quality Measure B – Contribution to climate change improvement Measure C – Improve surface or ground water quality and management Measure D – Other environmental improvements							
3.	Racial Equity	17%					
	Measure A – Improve connectivity and access to places and opportunity for BIPOC communities Measure B – Removing barriers						
	Measure C – Contributions to quality-of-life improvements						
4.	Multimodal Communities	13%					
	Measure A – Improve multiple non-single- occupant vehicle (SOV) modes within the system (e.g., transit, biking, walking) Measure B – Land use and development strategies that support walkable, bikeable, transit-friendly communities						

	Measure C – Support first- and last-mile solutions for people connecting to places they need to go		
5.	Regional Impact/Scalability	11%	
	Measure A – Regional impact		
	Measure B – Expandability		
6.	Partnerships	9%	
	Measure A – Stakeholder groups involved in project development		
	Measure B – Match contribution		
	Total	100%	

1. Innovation (28% of Total)

This criterion measures how a project uses new approaches to address existing or emerging challenges in transportation for the region.

A. **MEASURE**: Describe the new approach of the project to address existing and/or emerging challenge(s). Identify the challenge(s) that the approach is trying to address and discuss how the approach was developed (e.g., replicated from another region, created a new technology/idea). Also briefly describe the risk assessment of the innovation, any mitigation strategies to manage risks, and who will mitigate the risk, if needed.

Examples of challenges include:

- Problems that have been a long-term issue where progress has been limited
- Lack of opportunity for an emerging technology or innovation to penetrate the Twin Cities market
- Leveraging connected and automated (CAV) vehicle technology and infrastructure
- Outdated function or effectiveness of existing infrastructure

RESPONSE: (Limit 4,200 characters; approximately 600 words):

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that effectively describe how their project will address existing and/or emerging challenge(s) will receive high scores. Scorers will consider the level of innovation proposed, the clarity of the link between the innovation and the challenge(s) identified by the applicant, and the risk assessment of the innovation.

1. Environmental Impact (21% of Total)

This criterion estimates the reduction of adverse environmental impacts of transportation.

A. **MEASURE**: Describe how the project will improve regional air quality.

Applicants must describe their methodology for determining the project impact. Also, provide a description of the people/groups that will receive either direct or indirect benefits from the project. Examples of benefits include:

- Reduction of single-occupant vehicle (SOV) trips
- Access to electric vehicle charging stations
- Reduction of peak-hour auto trips
- Increase in non-motorized trips
- Increase in multiple-occupant vehicle trips

RESPONSE: (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describes how their project will improve air quality, along with provision of the most effective benefits, will receive high scores.

Applicants that provide an unclear or unreasonable methodology will receive a score of zero.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

B. **MEASURE**: Describe how the project will contribute to climate change improvement. Explain how the project will reduce greenhouse gas emissions.

RESPONSE: (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project will contribute to climate change improvement, along with provision of the most effective benefits, will receive high scores.

Applicants that provide an unclear or unreasonable methodology will receive a score of zero.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

C. **MEASURE**: Describe how the project will improve surface or ground water quality and management. Examples of improvements include:

- Reduction of stormwater runoff and improvements to on-site stormwater management
- Improvements to the resiliency of infrastructure in response to stormwater events

RESPONSE: (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project will contribute to improved surface or ground water quality and management, along with provision of the most effective benefits, will receive high scores.

Applicants that provide an unclear or unreasonable methodology will receive a score of zero.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

- D. **MEASURE**: Describe how the project will make other environmental improvements. Examples of other environmental elements include:
 - Protection of or enhancement to wildlife habitat or movement
 - Protection of or enhancement to natural vegetation, particularly native vegetation
 - Reductions in or mitigation of noise or light pollution

RESPONSE: (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project will contribute to environmental improvements, along with the most provision of the most effective benefits, will receive high scores.

Applicants that provide an unclear or unreasonable methodology will receive a score of zero.

3. Racial Equity (17% of Total)

This criterion addresses the <u>Council's role in advancing equity</u> by examining how a project directly improves racial equity.

- A. **MEASURE**: Describe how the project will improve connectivity and access to places and opportunity for black, indigenous, and people of color (BIPOC) communities. Examples of improvements include:
 - Better connecting people to places, but also demonstrating an understanding of the places people want to go
 - Connecting communities where known gaps exist (document why connection is needed and where that documentation was sourced from)
 - Outreach to, and involvement from, BIPOC communities in project selection, development, or delivery

RESPONSE: (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project will contribute to improve connectivity and access to places and opportunity for BIPOC communities will receive high scores.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

- B. **MEASURE**: Describe how the project will remove or lessen barriers to movement, participation, or cultural recognition. Examples of improvements include:
 - Physical barriers being addressed (directly or indirectly)
 - Cultural barriers being addressed (language, etc.)
 - Engagement barrier being addressed (improving systemic outreach issues)

RESPONSE: (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project will remove or lessen barriers, along with provision of the most effective benefits, will receive high scores.

- C. **MEASURE**: Describe how the project will contribute to quality-of-life improvements for BIPOC communities. Examples of improvements include:
 - Placemaking or strengthening a sense of place
 - A sense of safety or security
 - Job creation, increased economic development
 - Access to green space and recreation
 - Improved public health (excluding environmental impacts discussed in criterion two)

RESPONSE: (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project will contribute to quality-of-life benefits will receive high scores.

4. Multimodal Communities (13% of Total)

This criterion measures how the project supports multimodal communities.

- A. **MEASURE**: Describe how the project improves multiple non-single-occupant vehicle (SOV) modes within the system (e.g., transit, biking, walking, carpooling). Examples of improvements include:
 - Creating interconnectivity between modes
 - Creating structures or facilities that serve multiple modes
 - Improvements to multimodal trip planning or ease of use

RESPONSE: (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project improve non-SOV modes within the system will receive high scores.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

- B. **MEASURE**: Describe the land use and development strategies that the project directly influences or supports that help create walkable, bikeable, and transit-friendly communities. Examples of strategies include:
 - Contributing to the growth of dense, mixed-use communities or neighborhoods
 - Addressing the outcomes and goals in Thrive MSP 2040 and the 2040 TPP
 - Reducing demand or need for automobile parking infrastructure (e.g., shared parking arrangements, parking management techniques)

RESPONSE: (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project will support walkable, bikeable, and transit-friendly communities will receive high scores.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

- C. **MEASURE**: Describe how the project supports first- and last-mile solutions for people connecting to places they need to go. Describe the destinations the project will connect and their level of demand. Examples of strategies include.
 - Mobility hubs and centralized connections for multiple modes
 - Increasing shared trips/shared mobility
 - Access to job centers not located on fixed transit routes

RESPONSE: (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project will support first- and last-mile solutions will receive high scores.

5. Regional Impact/Scalability (11% of Total)

This criterion measures the regional impact of the project or how it could be expanded to more of the region.

- A. **MEASURE**: Describe the regional impact of the project. In the response, consider the following:
 - How many people does the project directly impact?
 - What percent of the people (in a given community/area) are directly impacted?
 - What is the project's geographic reach?

RESPONSE (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe the largest extent of regional impact will receive high scores.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

- B. **MEASURE**: Describe the expandability of the project. If the project requires an adequate private market response, describe the characteristics of the market it could serve beyond the initial project. In the response, consider the following:
 - How can the idea be used regionwide?
 - If not regionwide, is it a replicable project (i.e., could it be adapted elsewhere)? Describe the extent of the potential locations.

RESPONSE (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Any project that that covers the whole region will receive the highest score. Remaining projects will receive a share of the full score relative to the highest score.

6. *Partnerships (9% of Total)*

This criterion measures how the project builds partnerships or collaboration.

- A. **MEASURE**: Describe the number of stakeholder groups that have helped or will help develop the project and their role in the project's delivery. In the response, consider the following:
 - How many partners will be involved in the project?
 - Will there be public/private partnerships (or 4P; Public, Private, Philanthropic, and People)
 - What percent or number of partners are small or minority-owned businesses (e.g., disadvantaged business enterprise [DBE], targeted group business [TGB], Met Council underutilized business [MCUB])
 - Are businesses or partners locally owned or run?

RESPONSE: (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe their collaboration will receive high scores.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

B. **MEASURE**: Identify the funding partners and amounts of local match provided.

RESPONSE: (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE

The applicant will receive a score based on the percentage of local match provided for the project by the applicant and its funding partners. The project(s) providing the highest local match percentage will be awarded the highest score. The remaining scores will be awarded proportionally to the highest score.

ACTION TRANSMITTAL – 2021-28

DATE:	August 27, 2021
TO:	Technical Advisory Committee
FROM:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)
	Steve Peterson, Manager of Highway Planning and TAB/TAC Process (<u>steven.peterson@metc.state.mn.us</u>)
	Elaine Koutsoukos, TAB Coordinator (elaine.koutsoukos@metc.state.mn.us)
SUBJECT:	2022 Regional Solicitation: Modal Funding Ranges
REQUESTED ACTION:	Approval of the funding ranges by mode for the 2022 Regional Solicitation
RECOMMENDED MOTION:	That TAC recommended that the Transportation Advisory Board adopt the funding ranges by mode used for the 2020 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION: Shown in the table below are funding ranges by mode. In 2020, the proportionate range was altered from the 2003-2018 to accommodate an additional \$5M of transit funds after establishing the Arterial Bus Rapid Transit (ABRT) category and Transit New Market Guarantee.

	Roadways Including		Bicycle and Pedestrian		
	Multimodal Elements	Transit and TDM	Facilities	Total	
2003-	Range of 48%-68%	Range of 22%-32%	Range of 10%-20%	100%	
2018	Midpoint: 58%	Midpoint: 27%	Midpoint: 15%	10070	
2020	Range of 46%-65%	Range of 25%-35%	Range of 9%-20%	100%	
2020	Midpoint: 55.5%	Midpoint: 30%	Midpoint: 14.5%	100%	

Note: Unique projects, used intermittently in 2003-2018 and accommodated via set-aside in 2020, are omitted from ranges.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding.

COMMITTEE COMMENTS AND ACTION: At its August 19, 2021, meeting the TAC Funding and Programming Committee recommended adoption of the funding ranges by mode used for the 2020 Regional Solicitation.

ROUTING

то	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	8/19/2021
Technical Advisory Committee	Review & Recommend	9/1/2021
Transportation Advisory Board	Review & Adopt	9/15/2021

ACTION TRANSMITTAL – 2021-31

DATE:	August 27, 2021
TO:	Technical Advisory Committee
FROM:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)
	Steve Peterson, Manager of Highway Planning and TAB/TAC Process (<u>steven.peterson@metc.state.mn.us</u>)
	Elaine Koutsoukos, TAB Coordinator (<u>elaine.koutsoukos@metc.state.mn.us</u>)
SUBJECT:	2022 Regional Solicitation: Weighting of Criteria and Measures
REQUESTED ACTION:	Approval of the weighting of criteria and measures for the 2022 Regional Solicitation as shown in Attachments 1 through 5.
RECOMMENDED MOTION:	That TAC recommended that the Transportation Advisory Board adopt the weighting of the criteria and measures for the 2022 Regional Solicitation as shown in Attachments 1 through 5.

BACKGROUND AND PURPOSE OF ACTION: Each criterion contains measures, the scores for which are determined by TAB following TAC recommendation. The following list highlights potential changes to criteria weights and measure scoring values. Attachment 1 shows the criteria and the proposed weighting thereof for each of the application categories (only one change is under discussion). Attachments 2 through 5 show the proposed changes to the distribution of points within and between the criteria.

Proposed Criteria Weighting Changes:

- Attachment 1 highlights, within the Spot Mobility and Safety category, the Safety criterion, which committee members have suggested to be rated higher. The recommendation from TAC is currently shown with track changes. This option will be discussed by TAB at its August 18 meeting and a recommendation should be made by this committee.
- Attachments 2-5 show the proposed updates to the measures and scoring values within the Equity and Affordable Housing criterion (shaded).

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding.

COMMITTEE COMMENTS AND ACTION: At its August 19, 2021, meeting the TAC Funding and Programming Committee recommended adoption of the weighting of the criteria and measures for the 2022 Regional Solicitation as shown in Attachments 1 through 5.

ROUTING

ТО	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	8/19/2021
Technical Advisory Committee	Review & Recommend	9/1/2021
Transportation Advisory Board	Review & Adopt	9/15/2021

ATTACHMENT 1: DRAFT CRITERIA WEIGHTING

Criteria	Traffic Mgmt. Tech.	Spot Mobility & Safety	Strategic Capacity	Roadway Recon / Mod	Roadway Bridges	Transit Exp	Transit Mod.	TDM	Multi-Use Trails & Bike Facility	Ped. Facility	Safe Routes to School
Role in the Regional System	16%	16% 10%	19%	10%	18%	9%	9%	18%	18%	14%	
Usage	11%		16%	16%	12%	32%	30%	9%	18%	14%	23%
Safety	18%	25% 30%	14%	16%					23%	27%	23%
Congestion /Air Quality	18%	25%	14%	7%		18%	5%	27%			
Infrastructure Age	7%		4%	16%	36%						
Equity and Affordable Housing	9%	9%	9%	9%	9%	18%	16%	14%	11%	11%	11%
Multimodal Facilities	5%	9%	9%	10%	9%	9%	9%		9%	14%	
Risk Assessment	7%	7%	7%	7%	7%	5%	5%	5%	12%	12%	12%
Relationship Between SRTS Elements											23%
Transit Improvements							18%				
TDM Innovation								18%			
Cost Effectiveness	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
TOTAL POINTS	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100

Changes shown from 2020: Changes in Spot Mobility & Safety application category and Equity and Affordable Housing in all applications

ATTACHMENT 2: ROADWAY MEASURES

Criteria and Measures	Traffic Mgmt	Spot Mob.	Strat Cap.	Recon/Mod	Bridge
Role in the Regional Transportation System and Economy	175	175<u>115</u>	210	105	195
Distance to the nearest parallel bridge					100
Congestion, Adjacent Congestion, or PA Intersection Conversion Study Priorities		100<u>70</u>	80		
Functional Classification of project	50				
Connection to Total Jobs, Manu/Dist. Jobs, and Post-Secondary Students			50	65	30
Integration within existing traffic management systems	50				
Highway Truck Corridor Tiers	50	75 45	80	40	65
Coordination with other agencies	25				
Usage	125		175	175	130
Current daily person throughput	85		110	110	100
Forecast 2040 average daily traffic volume	40		65	65	30
Equity and Affordable Housing	100	100	100	100	100
Engagement	30	30	30	30	30
Equity Population Benefits and Impacts	40	40	40	40	40
Affordable Housing Access	30	30	30	30	30
Bonus	(25)	(25)	(25)	(25)	(25)
Infrastructure Age/Condition	75		40	175	400
Date of construction			40	50	
Upgrades to obsolete equipment	75				
Geometric, structural, or infrastructure deficiencies				125	
Bridge Sufficiency Rating					300
Load-Posting					100
Congestion Reduction/Air Quality	200	275	150	80	
Vehicle delay reduced		200	100	50	
Congested roadway (V/C Ratio)	150				
Kg of emissions reduced		75	50	30	
Emissions and congestion benefits of project	50				
Safety	200	275 <u>335</u>	150	180	
Crashes reduced	50	225 235	120	150	
Safety issues in project area	150				
Pedestrian Crash Reduction (Proactive)		50<u>100</u>	30	30	
Multimodal Elements and Existing Connections	50	100	100	110	100
Transit, bicycle, pedestrian, elements and connections	50	100	100	110	100
Risk Assessment (1 Measure: Risk Assessment Form)	75	75	75	75	75
Cost Effectiveness (total points awarded/total project cost)	100	100	100	100	100
Total	1,100	1,100	1,100	1,100	1,100

ATTACHMENT 3: TRANSIT MEASURES

	Transit	Transit
Criteria and Measures	Expansion	Modernization
Role in the Regional Transportation System and Economy		100
Connection to Jobs and Educational Institutions	50	50
Average number of weekday transit trips connected to the project	50	50
Usage	350	325
Existing Riders		325
New Annual Riders	350	
Equity and Affordable Housing	200	175
Engagement	60	50
Equity Population Benefits and Impacts	80	75
Affordable Housing Access	60	50
Bonus	(25)	(25)
Emissions Reduction	200	50
Total emissions reduced	200	50
Multimodal Elements and Existing Connections		100
Bicycle and pedestrian elements of the project and connections	100	100
Risk Assessment	50	50
Risk Assessment Form	50	50
Service and Customer Improvements		200
Project improvement for transit users		200
Cost Effectiveness	100	100
Cost effectiveness (total points awarded/total annual project cost)	100	100
Total	1,100	1,100

ATTACHMENT 4: TDM MEASURES

Criteria and Measures	Points
1. Role in the Regional Transportation System and Economy	200
Ability to capitalize on existing regional transportation facilities and resources	200
2. Usage	100
Users	100
3. Equity and Affordable Housing	150
Engagement	45
Equity Population Benefits and Impacts	60
Affordable Housing Access	45
Bonus	(25)
4. Congestion Reduction/Air Quality	300
Congested roadways in project area	150
VMT reduced	150
5. Innovation	200
Project innovations and geographic expansion	200
6. Risk Assessment	50
Technical capacity of applicant's organization	25
Continuation of project after initial federal funds are expended	25
7. Cost Effectiveness	100
Cost effectiveness (total project cost/total points awarded)	100
Total	1,100

ATTACHMENT 5: BIKE / PEDESTRIAN MEASURES

	Multiuse		
Criteria and Measures	Trails / Bike	Pedestrian	SRTS
Role in the Regional Transportation System and Economy	200	150	
Identify location of project relative to Regional Bicycle Transportation Network	200		
Connection to Jobs and Educational Institutions		150	
Potential Usage	200	150	250
Existing population and employment within 1 mile	200		
Existing population within ½ mile		150	
Average share of student population that bikes, walks, or uses transit			170
Student population within school's walkshed			80
Equity and Affordable Housing	120	120	120
Engagement	36	36	36
Equity Population Benefits and Impacts	48	48	48
Affordable Housing Access	36	36	36
Bonus	(25)	(25)	(25)
Deficiencies and Safety	250	300	250
Barriers overcome or gaps filled	100	120	100
Deficiencies corrected or safety problem addressed	150	180	150
Multimodal Facilities and Existing Connections	100	150	
Transit or pedestrian elements of the project and existing connections	100	150	
Risk Assessment/Public Engagement	130	130	130
Risk Assessment Form	130	130	85
Public Engagement			45
Relationship between Safe Routes to School Program Elements			250
Describe how project addresses6 Es of SRTS Program			170
Completion of Safe Routes to School Plan			80
Cost Effectiveness	100	100	100
Measure A-Cost effectiveness (Total project cost/total points awarded)	100	100	100
Total	1,100	1,100	1,100

ACTION TRANSMITTAL – 2021-33

DATE:	August 27, 2021
TO:	Technical Advisory Committee
FROM:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)
	Steve Peterson, Manager of Highway Planning and TAB/TAC Process (<u>steven.peterson@metc.state.mn.us</u>)
	Elaine Koutsoukos, TAB Coordinator (<u>elaine.koutsoukos@metc.state.mn.us</u>)
SUBJECT:	2022 Regional Solicitation: Project Selection Guarantees and Limitations
REQUESTED ACTION:	Decision on whether to continue to fund at least one roadway project in each functional classification, whether to continue to fund the \$25M ABRT project, whether to fund at least one new market transit project, and whether to maintain the \$10M Bridge target.
RECOMMENDED MOTION:	That TAC recommended that the Transportation Advisory Board fund at least one roadway project in each functional classification, fund the \$25M ABRT project, fund at least one new market transit project, and maintain the \$10M Bridge target.

BACKGROUND AND PURPOSE OF ACTION: Following the 2014 Regional Solicitation, TAC and TAB discussed the difficulty that applications along some roadway classifications, specifically A-minor connectors, had in scoring high enough to be funded. Therefore, for the 2016 Regional Solicitation, a policy was added stating that at least one project from each of the five eligible functional classifications must be funded to ensure that all parts of the system receive investment. The five eligible roadway classifications include:

- Non-freeway principal arterials
- A-minor augmentors
- A-minor connectors
- A-minor expanders
- A-minor relievers

During the Policy Work Group Process, a bus rapid transit (BRT) program was discussed. Along with this new program would come a guarantee that at least one new market expansion project would be funded. This would be a project that serves Transit Market Area (as defined in the TPP) III, IV, or V or a freestanding town center. Projects that serve Downtown Minneapolis, Downtown St. Paul, or the University of Minnesota would not be considered new market projects.

While there is no guarantee related to the Roadway Bridges category, there is a \$10M "target" to provide TAB with flexibility in project selections.

Summary of current guarantees and limitations:

- 1. Roadways: minimum of one funded project in each roadway classification.*
- 2. \$25M Arterial Bus Rapid Transit (ABRT) project award.
- Includes a \$32M maximum total for ABRT/BRT (see transit memo from July TAB meeting for further discussion).*
- 3. Transit "new market" guarantee to fund a project in Transit Market Area III, IV, or V.*
- 4. Bridge "target" of \$10M.

* could lead to skipping higher-scoring applications in favor of lower-scoring applications.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding.

COMMITTEE COMMENTS AND ACTION: At its August 19, 2021, meeting the TAC Funding and Programming Committee unanimously recommended funding at least one roadway project in each functional classification, funding the \$25M ABRT project, funding at least one new market transit project, and maintaining the \$10M Bridge target.

ROUTING

то	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	8/19/2021
Technical Advisory Committee	Review & Recommend	9/1/2021
Transportation Advisory Board	Review & Adopt	9/15/2021

ACTION TRANSMITTAL – 2021-34

DATE:	August 27, 2021		
TO:	Technical Advisory Committee		
FROM:	TAC Funding and Programming Committee		
PREPARED BY:	Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)		
	Steve Peterson, Manager of Highway Planning and TAB/TAC Process (<u>steven.peterson@metc.state.mn.us</u>)		
	Elaine Koutsoukos, TAB Coordinator (elaine.koutsoukos@metc.state.mn.us)		
SUBJECT:	2022 Regional Solicitation: Policies, Qualifying Criteria and Eligibility		
REQUESTED ACTION:	Approval of policies, qualifying criteria, and project eligibility for the 2022 Regional Solicitation		
RECOMMENDED MOTION:	That TAC recommended that the Transportation Advisory Board adopt the attached policies, qualifying criteria, and project eligibility for the 2022 Regional Solicitation.		

BACKGROUND AND PURPOSE OF ACTION: TAB must approve qualifying requirements, project eligibility, and other policy concerns as part of the overall application.

Attached are three sections of the Regional Solicitation: Introduction, Qualifying Requirements, and Forms. Few changes are being suggested for the 2022 cycle. Several changes to the qualifying recommendations are shown to exempt the new Unique Projects category. Changes include:

 In Transit Expansion, applications cannot include the reinstation of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Applications must be proposing expanded service beyond what existed prior to March 2020 service changes.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding.

COMMITTEE COMMENTS AND ACTION: At its August 19, 2021, meeting the TAC Funding and Programming Committee unanimously recommended adoption of the attached policies, qualifying criteria, and project eligibility for the 2022 Regional Solicitation.

ROUTING			
ТО	ACTION REQUESTED	DATE SCHEDULED / COMPLETED	
TAC Funding & Programming Committee	Review & Recommend	8/19/2021	
Technical Advisory Committee	Review & Recommend	9/1/2021	
Transportation Advisory Board	Review & Adopt	9/15/2021	

INTRODUCTION: REGIONAL SOLICITATION FOR TRANSPORTATION PROJECTS

The Regional Solicitation is a competitive process to award federal transportation funding to projects that meet regional transportation needs. The solicitation is part of the Metropolitan Council's federally required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation (USDOT) and administered locally through collaboration with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Minnesota Department of Transportation (MnDOT).

The online application can be accessed at: <u>https://metrocouncil.org/Transportation/Planning-</u>2/Transportation-Funding/Regional-Solicitation.aspx

Federal Program Overview

As authorized by the most recent federal surface transportation funding act, Fixing America's Surface Transportation (FAST) Act, projects will be selected for funding as part of two federal programs: Surface Transportation Block Grant Program (STBGP) and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Transportation Alternatives Program (TAP) was folded into STBGP in the FAST Act. It is assumed that federal funding will continue to be available in 2026 and 2027, but there is no money set aside at the current time with current federal legislation.

Major Changes for the 2022 Funding Cycle

- 1. A TAB Working Group developed specific criteria, weighting, measures, and a selection process for unique project requests that was approved by the full TAB.
- 2. Based on the Pedestrian Safety Action Plan, the pedestrian safety measure was updated within the relevant roadway applications.
- 3. Given the increase in fatalities and serious injury crashes in the region, TAB increased the amount of points allocated to safety within the Roadway Spot Mobility and Safety application category.
- 4. The Equity and Affordable Housing criterion was updated based on stakeholder feedback. This modified measure is used in each of the application categories.
- 5. Purpose statements were added to describe the primary goals of each application type.
- 6. As part of the Regional Solicitation Before & After Study, Phase 2 (2021), a list of commonly used crash modification factors was created for use in the roadway applications. Applicants have the option to use these crash modification factors, which are posted on the Metropolitan Council's Regional Solicitation website, under Application Resources.

Connection to the Regional Policy

The Regional Solicitation process and criteria were overhauled in 2014 to reflect new federal guidance and regional goals. These regional goals were defined through Thrive MSP 2040, the regional development framework for the metropolitan area. The region's long-range transportation plan, the 2040 Transportation Policy Plan (TPP), was developed to meet federal requirements but also reflect and help implement the regional goals established in Thrive. It is useful to understand the intent behind both Thrive and the TPP to ensure that all projects funded through the Regional Solicitation meet these shared goals. These funds are intended to implement the region's transportation plan and to address local problems identified in required comprehensive plans.

Table 1: Regional Solicitation Connection to Regional Policy

Prioritizing Criteria	Thrive Outcomes	TPP Goals
Role in the Regional Transportation System and Economy	 Prosperity Livability	Access to DestinationsCompetitive Economy
Usage	LivabilityProsperity	Access to DestinationsCompetitive Economy
Equity and Housing Performance	EquityLivability	 Access to Destinations Leveraging Transportation Investments to Guide Land Use
Infrastructure Age	StewardshipSustainability	 Transportation System Stewardship
Congestion Reduction/Air Quality	 Prosperity Livability	Healthy EnvironmentCompetitive Economy
Safety	LivabilitySustainability	Safety and Security
Multimodal Facilities and Existing Connections	 Prosperity Equity Livability Sustainability 	 Access to Destinations Transportation and Land Use Competitive Economy
Risk Assessment	Stewardship	 Transportation System Stewardship
Risk Assessment	Stewardship	 Transportation System Stewardship

While there are national goals for the region's transportation system, including the implementation of a performance-based planning approach to investments, federal legislation requires metropolitan areas to set their own goals. Projects funded through the Regional Solicitation do not need to be specifically named in the TPP because they must prove consistency with regional goals and policies to pass the qualifying review step of the Regional Solicitation process. In addition, the goals of the TPP are strongly reflected in the prioritizing criteria used to select projects shown in the following table.

Modal Categories and Application Categories

As depicted in Figure 1, the applications are grouped into three primary modal categories:

- 1. Roadways Including Multimodal Elements
- 2. Transit and Travel Demand Management (TDM) Projects
- 3. Bicycle and Pedestrian Facilities

Each of these modal categories includes three to five application categories for a total of 124 categories. Applicants for the Regional Solicitation will select the appropriate application category for their proposed project based on the mode requiring the largest percentage of cost. For instance, a roadway reconstruction project that includes a new sidewalk would apply under the Roadway Reconstruction/ Modernization application category because the roadway improvements are the largest cost for the project. If an applicant submits a project in the incorrect application category, the application may be disqualified. It is advised that applicants contact Metropolitan Council staff prior to submission if there are any questions about which application category is the most appropriate for their project.

Funding Availability, Minimums, and Maximums

A total of approximately \$180 million in federal funds is anticipated to be available in this solicitation for program years 2026 and 2027. As shown in Table 2, modal funding ranges have been established by TAB, based on historic levels, to give applicants an understanding of the general funding levels available by mode. TAB reserves the right to adjust these modal funding levels depending on the amount and quality of projects submitted. In addition, TAB approved a target to allocate approximately \$10 million to the Bridge Rehabilitation/Replacement category, as part of the Roadways Including Multimodal Elements category. Base-level 2026 and 2027 TDM funding for the TMOs and Metro Transit will be taken out of the Transit and TDM category for the next solicitation. Additionally, there is \$1.2 million of TDM funding that is available for 2024 and 2025 for innovative projects from the previous solicitation.

Table 2: Modal Funding Levels*

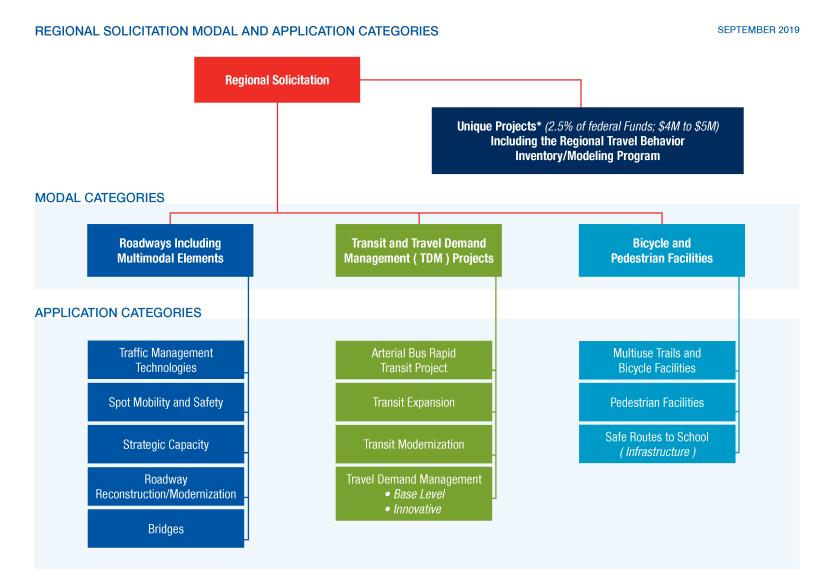
	Roadways Including Multimodal Elements	Transit and TDM	Bicycle and Pedestrian Facilities	Total
Modal	Range of 46%-65%	Range of 25%-35%	Range of 9%-20%	100%
Funding	Range of \$83M-\$117M	Range of \$45M-\$63M	Range of \$16M-\$36M	\$180M
Levels	Midpoint \$100M	Midpoint \$54M	Midpoint \$26M	(Est)*

* 2.5% (\$4M-\$5M) will be set aside for unique projects out of the total funds available, leaving the remaining funds to be distributed to the above modes within the percentage ranges shown. Amounts shown assume that some level of over programming will occur, but TAB will determine the exact amount as part of project selection.

Within Roadways Including Multimodal Elements, at least one project will be funded from each of the five eligible functional classifications: A-minor arterial augmenters, connectors, expanders, and relievers, as well as non-freeway principal arterials.

Within the Transit modal category, there is an Arterial Bus Rapid Transit Project category. There is also a New Market guarantee to ensure that at least one Transit Expansion or Modernization project is funded that serves areas outside of Transit Market Area 1 and 2 from the Transportation Policy Plan for at least one end of the project. The combined maximum funding amount for bus rapid transit projects funded in the Arterial Bus Rapid Transit Project, Transit Expansion, and Transit Modernization categories will be \$32,000,000.

Approximately 2.5% of the total available funds available will be set-aside for Unique Projects, including the Travel Behavior Inventory/Regional Travel Model. These 2026 and 2027 funds will be allocated as part of the 2024 Regional Solicitation, closer to project implementation. TAB will first approve a funding level for the Travel Behavior Inventory/Regional Travel Model and then the remaining funds will be considered for any submitted Unique Projects. TAB may elect to fund Unique Projects at an amount lower than 2.5%, depending on the amount and quality of the submittals.



*Unique projects are projects that do not fit in the scoring measures for other application categories. TAB will accept applications in the 2022 Solicitation for Unique projects to be funded with federal funds in 2024 and 2025.

Table 3 shows the minimum and maximum federal award for application categories that applicants can apply for as part of the Regional Solicitation. The values do not account for 20 percent local match minimum that applicants must contribute to the project. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

Modal Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements		
 Traffic Management Technologies (Roadway System Management) 	\$ 250 <u>500</u> ,000	\$3,500,000
Spot Mobility and Safety	\$1,000,000	\$3,500,000
Strategic Capacity (Roadway Expansion)	\$1,000,000	\$10,000,000
Roadway Reconstruction/ Modernization	\$1,000,000	\$7,000,000
Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
Transit and TDM Projects		
Arterial Bus Rapid Transit Project	N/A	\$25,000,000
Transit Expansion	\$500,000	\$7,000,000
Transit Modernization	\$500,000	\$7,000,000
Travel Demand Management (TDM)	\$100,000	\$500,000
Bicycle and Pedestrian Facilities		
Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000
Pedestrian Facilities	\$250,000	\$ 1,000,000 2,000,000
Safe Routes to School (Infrastructure Projects)	\$250,000	\$1,000,000

Table 3: Regional Solicitation Funding Award Minimums and Maximums

The following pages include definitions, examples, and scoring overviews of each of the application categories.

Roadways Including Multimodal Elements

Traffic Management Technologies

Purpose: To fund traffic technology projects that reduce delay, emissions, and crashes.

Definition: An intelligent transportation system (ITS) or similar projects that primarily benefit roadway users. Traffic Management Technology projects can include project elements along a <u>single corridor</u>, <u>multiple corridors</u>, or within a specific geographic area such as a downtown area. <u>continuous route</u> (could be more than one roadway) or defined geographic area such as a downtown area. <u>To be</u> eligible, projects must make improvements to at least one A-minor arterial or non-freeway principal <u>arterial</u>. The system management project must make improvements to at least one A-minor arterial or non-freeway principal arterial as part of the project. Projects that are more transit-focused must apply in the Transit Modernization application category.

Examples of Traffic Management Technology Projects:

- Flashing yellow arrow traffic signals
- Traffic signal retiming projects
- Integrated corridor signal coordination
- Traffic signal control system upgrades
- New/replacement detectors
- Passive detectors for bicyclists and pedestrians
- Other emerging ITS technologies

- New or replacement traffic management centers
 New/replacement traffic mgmt. centers
- New/replacement traffic communication
- New/replacement CCTV cameras
- New/replacement variable message signs & other info improvements
- New or replacement detectors
- Incident management coordination
- Vehicle to Infrastructure technology

orin	g:		
riter	a and Measures	Points	% of Total Points
1.	Role in the Regional Transportation System and Economy	175	16%
	Measure A - Functional classification of project	50	
	Measure B - Regional Truck Corridor Study Tiers	50	
	Measure C - Integration within existing traffic management systems	50	
	Measure D - Coordination with other agencies	25	
2.	Usage	125	11%
	Measure A - Current daily person throughput	85	
	Measure B - Forecast 2040 average daily traffic volume	40	
3.	Equity and Affordable Housing Performance	100	9%
	Measure A Equity engagement	<u>30</u>	
	Measure B - Equity population benefits and impacts	<u>40</u>	
	<u>Measure C – Affordable housing access</u>	<u>30</u>	
4.	Infrastructure Age	75	7%
	Measure A – Date of construction	75	
5.	Congestion Reduction/Air Quality	200	18%
	Measure A - Vehicle delay reduced	150	

Criter	a and Measures	Points	% of Total Points
	Measure B - Kg of emissions reduced	50	
6.	Safety	200	18%
	Measure A - Crashes reduced	50	
	Measure B – Safety issues in project area	150	
7.	Multimodal Elements and Existing Connections	50	5%
	Measure A - Transit, bicycle, or pedestrian project elements and connections	50	
8.	Risk Assessment	75	7%
	Measure A - Risk Assessment Form	75	
9.	Cost Effectiveness	100	9%
	Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total		1,100	

Spot Mobility and Safety

Purpose: To fund lower-cost, at-grade intersection projects that reduce delay and crashes.

Definition: An at-grade intersection or corridor-level intersection improvement project that focuses on mobility and safety (described as a Regional Mobility project under Spot Mobility in the TPP). New interchanges or projects that add new thru lane capacity (e.g., two-lane to four-lane expansions) should apply in the Strategic Capacity application category. Projects that address mobility and safety at multiple intersections on a corridor are encouraged. However, projects that propose to reconstruct the roadway for the length of the corridor should apply in the Roadway Reconstruction/Modernization application category.

Examples of Spot Mobility and Safety Projects:

- New or extended turn lanes at one or more intersections
- New intersection controls such as roundabouts or traffic signals
- Unsignalized or signalized reduced conflict intersections
- Other innovative/alternative intersection designs such as green t-intersections

Criteri	a and Measures	Points	% of Total Points
1.	Role in the Regional Transportation System and Economy	<mark>175</mark> 115	<mark>16<u>10</u>%</mark>
	Measure A - Congestion within the Project Area, Level of Adjacent Congestion, Principal Arterial Intersection Conversion Study Priorities, or Congestion Management Safety Plan Opportunity Areas	100<u>70</u>	
	Measure B - Regional Truck Corridor Study Tiers	75<u>45</u>	
2.	Equity and Affordable Housing Performance	100	9%
	Measure A – Equity engagement	<u>30</u>	
	Measure B - Equity population benefits and impacts	<u>40</u>	
	Measure C – Affordable housing access	<u>30</u>	
3.	Congestion Reduction/Air Quality	275	25%
	Measure A - Vehicle delay reduced	200	
	Measure B - Kg of emissions reduced	75	
4.	Safety	275 <u>335</u>	<mark>25</mark> <u>30</u> %
	Measure A - Crashes reduced	225 235	
	Measure B - Pedestrian Crash Reduction (Proactive)	50<u>100</u>	
5.	Multimodal Elements and Existing Connections	100	9%
	Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
6.	Risk Assessment	75	7%
	Measure A - Risk Assessment Form	75	
7.	Cost Effectiveness	100	9%
	Measure A - Cost effectiveness (total points awarded/total project cost)	100	
Total		1,100	

Strategic Capacity (Roadway Expansion)

Purpose: To fund regionally significant highway mobility projects, as prioritized in the Principal Arterial Intersection Conversion Study and the Congestion Management Process (CMP), that reduce delay and crashes and improve multimodal travel options.

Definition: A roadway project that adds thru-lane capacity (described as a Regional Mobility project under Strategic Capacity Enhancements in the TPP). Projects must be located on a non-freeway principal arterial or A-minor arterial functionally classified roadway, consistent with the latest TAB approved functional classification map. However, A-minor connectors cannot be expanded with new thru-lane capacity with these federal funds per regional policy.

Examples of Roadway Expansion Projects:

- New roadways
- Two-lane to four-lane expansions
- Other thru-lane expansions (excludes additions of a continuous center turn lane)
- Four-lane to six-lane expansions
- New interchanges with or without associated frontage roads
- Expanded interchanges with either new ramp movements or added thru lanes
- New bridges, overpasses and underpasses

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	210	19%
Measure A - Congestion within Project Area, Level of Adjacent Congestion, or Principal Arterial Intersection Conversion Study Priorities	80	
Measure B - Connection to Total Jobs, Manufacturing/Distribution Jobs, and Students	50	
Measure C - Regional Truck Corridor Study Tiers	80	
2. Usage	175	16%
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance Affordable Housing	100	9%
Measure A – Equity engagement	<u>30</u>	
Measure B - Equity population benefits and impacts	<u>40</u>	
Measure C – Affordable housing access	<u>30</u>	
4. Infrastructure Age	40	4%
Measure A - Date of construction	40	
5. Congestion Reduction/Air Quality	150	14%
Measure A - Vehicle delay reduced	100	
Measure B - Kg of emissions reduced	50	
6. Safety	150	14%

Criter	ia and Measures	Points	% of Total Points
	Measure A - Crashes reduced	120	
	Measure B - Pedestrian Crash Reduction (Proactive)	30	
7.	Multimodal Elements and Existing Connections	100	9%
	Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
8.	Risk Assessment	75	7%
	Measure A- Risk Assessment Form	75	
9.	Cost Effectiveness	100	9%
	Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total		1,100	

Roadway Reconstruction/Modernization

Purpose: To fund roadway preservation projects that improve infrastructure condition, reduce crashes, and enhance multimodal travel options.

Definition: A roadway project that does not add thru-lane capacity, but reconstructs, reclaims, and/or modernizes a corridor with improved safety, multimodal, or mobility elements (e.g., new turn lanes, traffic signal, or roundabout). Routine maintenance including mill and overlay projects are not eligible. Projects must be located on a non-freeway principal arterial or A-minor arterial functionally classified roadway, consistent with the latest TAB approved functional classification map.

Examples of Roadway Reconstruction/Modernization Projects:

- Intersection improvements, including innovative intersection designs
- Alternative intersections such as unsignalized or signalized reduced conflict intersections (one intersection or multiple intersections)
- Interchange reconstructions that do not involve new ramp movements or added thru lanes
- Turn lanes
- Two-lane to three-lane conversions (with a continuous center turn lane)
- Four-lane to three-lane conversions
- Roundabouts
- Addition or replacement of traffic signals
- Shoulder improvements
- Strengthening a non-10-ton roadway
- Raised medians, frontage roads, access modifications, or other access management
- Roadway improvements with the addition of multimodal elements
- Roadway improvements that add safety elements
- New alignments that replace an existing alignment and do not expand the number of lanes

	a and Measures	Points	% of Total Points
1.	Role in the Regional Transportation System and Economy	105	10%
	Measure A - Connection to Total Jobs and Manufacturing/ Distribution Jobs	65	
	Measure B - Regional Truck Corridor Study Tiers	40	
2.	Usage	175	16%
	Measure A - Current daily person throughput	110	
	Measure B - Forecast 2040 average daily traffic volume	65	
3.	Equity and Affordable Housing Performance	100	9%
	Measure A – Equity engagement	<u>30</u>	
	Measure B - Equity population benefits and impacts	<u>40</u>	
	Measure C – Affordable housing access	<u>30</u>	
4.	Infrastructure Age/Condition	175	16%
	Measure A - Date of construction	50	
	Measure B - Geometric, structural, or infrastructure deficiencies	125	
5.	Congestion Reduction/Air Quality	80	7%

Criteri	a and Measures	Points	% of Total Points
	Measure A - Vehicle delay reduced	50	
	Measure B - Kg of emissions reduced	30	
6.	Safety	180	16%
	Measure A - Crashes reduced	150	
	Measure B – Pedestrian Crash Reduction (Proactive)	30	
7.	Multimodal Elements and Existing Connections	110	10%
	Measure A - Transit, bicycle, or pedestrian project elements and connections	110	
8.	Risk Assessment	75	7%
	Measure A- Risk Assessment Form	75	
9.	Cost Effectiveness	100	9%
	Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total		1,100	

Bridge Rehabilitation/Replacement

Purpose: To fund preservation and replacement projects for existing bridges to improve infrastructure condition and multimodal travel options.

Definition: A bridge rehabilitation or replacement project (with a clear span of over 20 feet) located on a non-freeway principal arterial or A-minor arterial functionally classified roadway, consistent with the latest TAB-approved functional classification map. Bridge structures that have a separate span for each direction of travel can apply for both spans as part of one application.

The bridge must carry vehicular traffic but may also include accommodations for other modes. Bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are not eligible for funding. Completely new bridges, interchanges, or overpasses should apply in the Strategic Capacity application category. Examples of Bridge Rehabilitation/Replacement Projects:

- Bridge rehabilitation of 20 or more feet with a National Bridge Inventory Condition rating of 6 or less.
- Bridge replacement of 20 or more feet with a National Bridge Inventory Condition rating of 4 or less.

Criter	g: a and Measures	Points	% of Total Points
1.	Role in the Regional Transportation System and Economy	195	18%
	Measure A - Distance to the nearest parallel bridge	100	
	Measure B - Connection to Total Jobs, Manufacturing/Distribution Jobs, and post-secondary students	30	
	Measure C - Regional Truck Corridor Study tiers	65	
2.	Usage	130	12%
	Measure A - Current daily person throughput	100	
	Measure B - Forecast 2040 average daily traffic volume	30	
3.	Equity and Affordable Housing Performance	100	9%
	Measure A – Equity engagement	<u>30</u>	
	Measure B - Equity population benefits and impacts	<u>40</u>	
	Measure C – Affordable housing access	<u>30</u>	
4.	Infrastructure Condition	400	36%
	Measure A – National Bridge Inventory Condition	300	
	Measure B – Load-Posting	100	
5.	Multimodal Elements and Existing Connections	100	9%
	Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
6.	Risk Assessment	75	7%
	Measure A - Risk Assessment Form	75	
7.	Cost Effectiveness	100	9%
	Measure A - Cost effectiveness (total points awarded/total cost)	100	
Total		1,100	

Arterial Bus Rapid Transit Project

Definition: An arterial bus rapid transit expansion project that is consistent with the definition in the Transportation Policy Plan (TPP). A new project can include extensions to existing or planned lines. Improvements to existing arterial BRT lines are not eligible and should apply under Transit Modernization. Highway BRT and Dedicated Guideway BRT are eligible in the Transit Expansion and Transit Modernization categories.

Scoring and Project Selection:

The arterial bus rapid transit project will not be evaluated with a scored application. TAB will select the arterial BRT project concurrent with other Regional Solicitation project selections. Background information on the potential arterial BRT lines and the prioritization through Network Next will be provided by Metro Transit along with a funding recommendation for TAB decision-making.

Transit Expansion

Purpose: To fund transit projects that provide new or expanded transit service/facilities with the intent of attracting new transit riders to the system and reducing emissions.

Definition: A transit project that provides new or expanded transit service/facilities with the intent of attracting new transit riders to the system. Expansion projects may also benefit existing or future riders, but the projects will be scored primarily on the ability to attract new riders. Routine facility maintenance and upkeep and fleet replacement is not eligible. Projects that deliver elements of a new arterial bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes arterial BRT lines may be eligible. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility.

Applications in the Transit Expansion category cannot include the reinstation of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

Examples of Transit Expansion Projects:

- Operating funds for new or expanded transit service
- Transit vehicles for new or expanded service
- Customer facilities along a route for new or expanded service, new transit centers or stations
- Park-and-ride facilities or expansions
- Highway BRT and Dedicated Guideway BRT

riteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	100	9%
Measure A – Connection to jobs and educational institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
2. Usage	350	32%
Measure A – New annual riders	350	
3. Equity and Affordable Housing Performance	200	18%
<u>Measure A – Equity engagement</u>	<u>60</u>	
Measure B - Equity population benefits and impacts	<u>80</u>	
Measure C – Affordable housing access	<u>60</u>	
4. Emissions Reduction	200	18%
Measure A – Total emissions reduced	200	
5. Multimodal Elements and Existing Connections	100	9%
Measure A – Bicycle and pedestrian elements of the project and connections	100	
6. Risk Assessment	50	5%

Criteri	Criteria and Measures		% of Total Points
	Measure A – Risk Assessment Form	50	
7.	Cost Effectiveness	100	9%
	Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total		1,100	

Transit Modernization

Purpose: To fund transit projects that make transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience.

Definition: A transit project that makes transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience. Modernization projects may also benefit new or future riders, but the projects will be scored primarily on the benefit to existing riders. Routine facility maintenance and upkeep and fleet replacement is not eligible. Projects that deliver elements of a new arterial bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes arterial BRT lines may be eligible. Projects associated wholly or in part with new service/facilities intended to attract new transit riders, such as the purchase of new buses or expansion of an existing park-and-ride, should apply in the Transit Expansion application category. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. Council staff can be consulted before the application deadline to determine a project's eligibility.

Examples of Transit Modernization Projects:

- Improved boarding areas, lighting, or safety and security equipment, real-time signage;
- Passenger waiting facilities, heated facilities or weather protection
- New transit maintenance and support facilities/garages or upgrades to existing facilities
- Intelligent transportation system (ITS) measures that improve reliability and the customer experience on a specific transit route or in a specific area
- Improved fare collection systems
- Multiple eligible improvements along a route
- Highway BRT and Dedicated Guideway BRT

iteri	a and Measures	Points	% of Total Points
1.	Role in the Regional Transportation System and Economy	100	9%
	Measure A – Connection to jobs and educational institutions	50	
	Measure B – Average number of weekday transit trips connected to the project	50	
2.	Usage	325	30%
	Measure A – Total existing annual riders	325	
3.	Equity and Affordable Housing Performance	175	16%
	Measure A – Equity engagement	<u>60</u>	
	Measure B - Equity population benefits and impacts	<u>80</u>	
	Measure C – Affordable housing access	<u>60</u>	
4.	Emissions Reduction	50	5%
	Measure A – Description of emissions reduced	50	
5.	Service and Customer Improvements	200	18%
	Measure A – Project improvements for transit users	100	
6.	Multimodal Elements and Existing Connections	100	9%

Criter	a and Measures	Points	% of Total Points
	Measure A – Bicycle and pedestrian elements of the project and connections	100	
7.	Risk Assessment	50	5%
	Measure A – Risk Assessment Form	50	
8.	Cost Effectiveness	100	9%
	Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total		1,100	

Travel Demand Management (TDM)

Purpose: To fund lower-cost, innovative TDM projects that reduce emissions and vehicle miles traveled (VMT) in congested corridors.

Definition: Travel demand management (TDM) provides residents/commuters of the Twin Cities Metro Area with greater choices and options regarding how to travel in and throughout the region. Projects should reduce the congestion and emissions during the peak period. Similar to past Regional Solicitations, base-level TDM funding for the Transportation Management Organizations (TMOs) and Metro Transit will be not part of the competitive process.

Examples of TDM Projects:

- Bikesharing
- Carsharing
- Telework strategies
- Carpooling
- Parking management
- Managed lane components

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Eco	nomy 200	18%
Measure A - Ability to capitalize on existing regional trans facilities and resources	sportation 200	
2. Usage	100	9%
Measure A – Users	100	
3. Equity and Affordable Housing Performance	150	14%
Measure A – Equity engagement	<u>45</u>	
Measure B - Equity population benefits and impacts	<u>60</u>	
Measure C – Affordable housing access	<u>45</u>	
4. Congestion Reduction/Air Quality	300	27%
Measure A - Congested roadways in project area	150	
Measure B - VMT reduced	150	
5. Innovation	200	18%
Measure A - Project innovations and geographic expansi	on 200	
6. Risk Assessment	50	5%
Measure A - Technical capacity of applicant's organizatio	on 25	
Measure B - Continuation of project after initial federal fu expended	nds are 25	
7. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total points awarded/tot	al cost) 100	
Total	1,100	

Multiuse Trails and Bicycle Facilities

Purpose: To fund multiuse trail and bicycle facilities that increase the availability and attractiveness of bicycling, walking, or rolling by improving safety: reducing or eliminating user barriers: and improving the Regional Bicycle Transportation Network (RBTN).

Definition: A project that benefits bicyclists (or bicyclists and other non-motorized users). All projects must have a transportation purpose (i.e., connecting people to destinations). A facility may serve both a transportation purpose and a recreational purpose. Multiuse trail bridges or underpasses should apply in this application category instead of the Pedestrian Facilities application category given the nature of the users and the higher maximum award amount. Routine maintenance activities on a multiuse trail or bicycle facility are not eligible for funding. As defined by the FHWA, examples of routine maintenance activities include shrub and brush removal or minor drainage improvements. In order to be eligible for funding, reconstruction projects must be replacing a facility at the end of its useful life or include improvements to the facility (e.g., ADA, safety, other deficiencies). Resurfacing of a facility is eligible only if other improvements to the facility are also included in the proposed project.

Examples of Multiuse Trail and Bicycle Facility Projects:

- Multiuse trails
- Trail bridges/underpasses
- On-street bike lanes

 Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor

Criter	a and Measures	Points	% of Total Points
1.	Role in the Regional Transportation System and Economy	200	18%
	Measure A - Identify location of project relative to Regional Bicycle Transportation Network	200	
2.	Potential Usage	200	18%
	Measure A - Existing population and employment within 1 mile	200	
3.	Equity and Affordable Housing Performance	120	11%
	Measure A – Equity engagement	<u>36</u>	
	Measure B - Equity population benefits and impacts	<u>48</u>	
	Measure C – Affordable housing access	<u>36</u>	
4.	Deficiencies and Safety	250	23%
	Measure A – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project	100	
	Measure B - Deficiencies corrected or safety problems addressed	150	
5.	Multimodal Facilities and Existing Connections	100	9%
	Measure A - Transit or pedestrian elements and connections	100	
6.	Risk Assessment/Public Engagement	130	12%
	Measure A - Risk Assessment Form	130	
7.	Cost Effectiveness	100	9%
	Measure A – Cost effectiveness (total points awarded/total cost)	100	
Total		1,100	

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

Purpose: To fund pedestrian facility projects that focus on increasing the availability and attractiveness of walking or rolling by improving safety and removing gaps in the system.

Definition: A project that primarily benefits pedestrians as opposed to multiple types of non-motorized users. Most non-motorized projects should apply in the Multiuse Trail and Bicycle Facilities application category. All projects must relate to surface transportation. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose. Multiuse trail bridges or underpasses should apply in the Multiuse Trail and Bicycle Facilities application category instead of this application category given the nature of the users and the higher maximum awards. Routine maintenance activities on a pedestrian facility are not eligible for funding. As defined by the FHWA, examples of routine maintenance activities include shrub and brush removal or minor drainage improvements. In order to be eligible for funding, reconstruction projects must be replacing a facility at the end of its useful life or include improvements to the facility (e.g., ADA, safety, other deficiencies). Resurfacing of a facility is eligible only if other improvements to the facility are also included in the proposed project.

Examples of Pedestrian Facility Projects:

- Sidewalks
- Streetscaping
- Americans with Disabilities Act (ADA) improvements
- Making similar improvements in a concentrated geographic area, such as sidewalk gap closure throughout a defined neighborhood or downtown area

Criteri	g: a and Measures	Points	% of Total Points
1.	Role in the Regional Transportation System and Economy	150	14%
	Measure A - Connection to Jobs and Educational Institutions	150	
2.	Potential Usage	150	14%
	Measure A - Existing population within ½ mile	150	
3.	Equity and Affordable Housing Performance	120	11%
	<u>Measure A – Equity engagement</u>	<u>36</u>	
	Measure B - Equity population benefits and impacts	<u>48</u>	
	Measure C – Affordable housing access	<u>36</u>	
4.	Deficiencies and Safety	300	27%
	Measure A - Barriers overcome or gaps filled	120	
	Measure B - Deficiencies corrected or safety problems addressed	180	
5.	Multimodal Facilities and Existing Connections	150	14%
	Measure A - Transit or bicycle elements of the project and connections	150	
6.	Risk Assessment/Public Engagement	130	12%
	Measure A - Risk Assessment Form	130	

Criteria and Measures	Points	% of Total Points
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	1,100	

Safe Routes to School (Infrastructure Projects)

Purpose: To fund Safe Route to School infrastructure projects that focus on improving safety around school sites.

Definition: An infrastructure project that is within a two-mile radius and directly benefiting a primary, middle, or high school site.

Examples of Safe Routes to School Infrastructure Projects:

- Sidewalks benefiting people going to the school
- Multiuse trails benefiting people going to the school
- Improved crossings benefiting people going to the school
- Multiple improvements

Scoring:

Criteri	g: a and Measures	Points	% of Total Points
1.	Relationship between Safe Routes to School Program Elements	250	23%
	Measure A - Describe how project addresses <u>5-6</u> Es* of SRTS program	170	
	Measure B – Completion of Safe Routes to School Plan or local plan	80	
2.	Potential Usage	250	23%
	Measure A - Average share of student population that bikes or walks	170	
	Measure B - Student population within school's walkshed	80	
3.	Equity and Affordable Housing Performance	120	11%
	Measure A – Equity engagement	<u>36</u>	
	Measure B - Equity population benefits and impacts	<u>48</u>	
	Measure C – Affordable housing access	<u>36</u>	
4.	Deficiencies and Safety	250	23%
	Measure A - Barriers overcome or gaps filled	100	
	Measure B - Deficiencies corrected or safety problems addressed	150	
5.	Risk Assessment/Public Engagement	130	12%
	Measure A - Public engagement process	45	
	Measure B - Risk Assessment Form	85	
6.	Cost Effectiveness	100	9%
	Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total		1,100	

* The <u>5-6</u> Es <u>of Safe Routes to School include Evaluation, Education, Encouragement, Equity,</u> <u>Engagement, and Engineering</u>of Safe Routes to School include Evaluation, Engineering, Education, <u>Encouragement, and Enforcement</u>. Project applicants can also "bundle" two or more projects together, but they must either be:

- Projects located along the same corridor (e.g., filling multiple trail gaps along a trail corridor or projects at stops/stations along a transit route)
- Similar improvements within a defined neighborhood or downtown area (e.g., adding benches along the sidewalks in a downtown area)

Traffic management technologies projects are exempt from the bundling rules.

Bundling of independent projects that are not related to one another as described above are not allowed. For eligible bundled projects, when doing scoring of multiple locations, an average will be used for geographically based measures.

Applicants are encouraged to contact TAB Coordinator Elaine Koutsoukos at <u>Elaine.koutsoukos@metc.state.mn.us.</u> if they have questions regarding project bundling.

General Process and Rules

- 1. Project sponsors must incur the cost of the project prior to repayment. Costs become eligible for reimbursement only after a project has been approved by MnDOT State-Aid and the appropriate USDOT modal agency.
- 2. Projects may apply for both the Regional Solicitation and the Highway Safety Improvement Program (HSIP), but projects can only be awarded funds from one of the two programs.
- 3. Projects selected to receive federal funding through this solicitation will be programmed in the regional TIP in years 2026 and 2027, taking into consideration the applicant's request and the TAB's balancing of available funds.
- 4. The fundable amount of a project is based on the original submittal. TAB must approve any significant change in the scope or cost of an approved project as described in TAB's Scope Change Policy. <u>http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Regional-Scope-Change-Policy.aspx</u>
- 5. A project will be removed from the program if it does not meet its program year. The program year aligns with the state fiscal year. For example, if the project is programmed for 2026 in the TIP, the project program year begins July 1, 2025, and ends June 30, 2026. Projects selected from this solicitation will be programmed in 2026 and 2027. The Regional Program Year Policy outlines the process to request a one-time program year extension. <u>http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/TAB-Regional-Program-Year-Policy-(PDF-154-KB).aspx</u>
- 6. Applicants for transit projects should be aware of the schedule and associated time lag for receiving federal funds for transit vehicle and transit operating projects. Applicants are encouraged to contact Michael Hochhalter at the Metropolitan Council <u>Michael.hochhalter@metc.state.mn.us</u> or 651-602-1961 for more details on selecting a preferred program year as part of the application given this time lag.
- 7. Transit projects will be given an opportunity to have their ridership projections reviewed by Council staff prior to submittal in order to determine whether the scoring methodology is sound. Any applicant wanting to have an optional review should submit draft ridership information to the TAB Coordinator two weeks prior to the application deadline.
- 8. The announcement of funding availability is posted on the Metropolitan Council website and emailed to local stakeholders.

- 9. The applicant must show that the project meets all of the qualifying requirements of the appropriate application category to be eligible to be scored and ranked against other projects. Applicants whose projects are disqualified may appeal and participate in the review and determination of eligibility at the Technical Advisory Committee Funding & Programming (TAC F&P) Committee meeting.
- 10. A set of prioritizing criteria with a range of points assigned is provided for each application category. The applicant must respond directly to each prioritizing criterion in order for it to be scored and receive points. Projects are scored based on how well the response meets the requirements of the prioritizing criteria and, in some cases, how well the responses compare to those of other qualifying applications in the same project application category.
- 11. Members of the TAC F&P or other designees will evaluate the applications and prepare a ranked list of projects by application category based on a total score of all the prioritizing criteria. The TAC will forward the ranked list of projects with funding options to TAB. TAB may develop its own funding proposals. TAB will then recommend a list of projects to be included in the region's TIP and the Metropolitan Council concurs. TAB submits the Draft TIP to the Metropolitan Council for concurrence.
- 12. TAB may or may not choose to fund at least one project from each application category.
- 13. Scoring committees have the option to recommend a deviation from the approved scoring guidance if a rationale for the deviation is provided to the TAC Funding and Programming Committee.
- 14. For many of the quantitative measures in the Regional Solicitation, the scoring guidance gives the top project 100% of the points and the remaining projects a proportionate share of the full points. If there is a high-scoring outlier on a particular measure, the TAC F&P Chair, TAB Coordinator, and Council staff will need to approve the scorer will have the option to proratinge the other scores based on the second highest scoring project instead of the top project or similar approach.
- 15. TAB will only fund a roadway or bridge project on a roadway that is spaced at least 3.5 miles away from the center point of another funded project on the same roadway (only applies to two separate applications selected in the same solicitation).
- 16. TAB will not fund more than one transit capital project in a transitway corridor (only applies to two separate applications selected in the same solicitation).
- 15. TAB will not fund more than one bicycle or pedestrian facility project in the same corridor (only applies to two separate applications selected in the same solicitation). For trails, a funded project may be on the same trail facility as another funded project as long as the two projects serve different users and destinations. TAB will not fund more than one project in the same application category that is immediately adjacent to another submitted project on the same corridor (only applies to two separate applications selected in the same solicitation). For example, an applicant cannot break up the project into two separate applications to increase their funding award in the same solicitation cycle.
- 47.16. As a first step to better engage with Minnesota's Tribal Nations, a map of the selected projects will be distributed to the Minnesota Indian Affairs Council (MIAC) so that project sponsors will have ample time to coordinate on projects that potentially impacted culturally sensitive land. MIAC is also adding a query function to its website to help identify the overlap of projects areas and culturally sensitive land. Project sponsors may want to inquire about their project locations early in the project development process. Additional coordination between the MPO and Tribal Nations is expected in other areas of the MPO's work.

Project Schedule To be updated

Contacts

For general questions about the Regional Solicitation, please contact:

Elaine Koutsoukos, TAB Coordinator, *Elaine.Koutsoukos@metc.state.mn.us*

To request special accommodation for submitting Regional Solicitation applications, please email <u>webteam@metc.state.mn.us</u>.

Technical Assistance Contacts

Table 5 provides contacts for technical assistance in providing necessary data in order to address various prioritizing criteria. Before contacting any technical expert below, please use existing local sources. Local experts in many cases are the appropriate contact for much of the data needed to respond to criteria. In some instances, it may take five or more workdays to provide the requested data. Please request data as soon as possible.

Table 5. Technical Assistance Contacts

Subject	Name	Agency	Email	Phone Number
General	Elaine	TAB	Elaine.koutsoukos@metc.state.mn.us	(651) 602-1717
	Koutsoukos Joe Barbeau	Met Council	Joseph.barbeau@metc.state.mn.us	(651) 602-1705
Traffia Malurasa	bee Burbeau	Courion		
Traffic Volumes				
Freeways	Jason Junge	MnDOT	Jason.Junge@state.mn.us	(651) 234-7875
State Roads	Christy	MnDOT	Christy.prentice@state.mn.us	(651) 366-3844
	Prentice	MnDOT	Gene.hicks@state.mn.us	(651) 366-3856
	Gene Hicks			
Heavy Commercial	John Hackett	MnDOT	<u>John.Hackett@state.mn.us</u>	(651) 366-3851
2040 Projections	Jonathan Ehrlich	Met Council	Jonathan.ehrlich@metc.state.mn.us	(651) 602-1408
Synchro	Kevin Schwartz	MnDOT	Kevin.schwartz@state.mn.us	(651) 234-7840
Crashes	Cherzon Riley	MnDOT	Cherzon.riley@state.mn.us	(651) 234-7836
Freeway Management	Terry Haukom	MnDOT	Terry.haukom@state.mn.us	(651) 234-7980
Trunk Highway Traffic Signals				
Signal Operations	Mike Fairbanks	MnDOT	Mike.Fairbanks@state.mn.us	(651) 234-7819
Signal/Lighting Design	Michael Gerbensky	MnDOT	Michael.gerbensky@state.mn.us	(651) 234-7816
State Aid Standards	Colleen Brown	MnDOT	Colleen.brown@state.mn.us	(651) 234-7779

Subject	Name	Agency	Email	Phone Number
Bikeway/Walkway Standards	Mackenzie Turner Bargen	MnDOT	Mackenzie.turnerbargen@state.mn.us	(651) 234-7879
Interchange Approvals	Michael Corbett	MnDOT	Michael.J.Corbett@state.mn.us	(651) 234-7793
Safe Routes to School	Dave Cowan	MnDOT	Dave.Cowan@state.mn.us	(651) 366-4180
Regional Bicycle Transportation Network and Bicycle Barriers	Steve Elmer	Met Council	Steven.elmer@metc.state.mn.us	(651) 602-1750
Housing Performance Scores	Hilary Lovelace	Met Council	hilary.lovelace@metc.state.mn.us	(651)-602-155
Equity Measures	Heidi Schallberg	Met Council	Heidi.schallberg@metc.state.mn.us	(651) 602-172
Demographics by TAZ	Dennis Farmer	Met Council	Dennis.farmer@metc.state.mn.us	(651) 602-1552
Transit Ridership	Daniel Pena	Met Council	daniel.pena@metc.state.mn.us	(651) 602-172
Transit Funding Timeline	Michael Hochhalter	Met Council	Michael.hochhalter@metc.state.mn.us	(651) 602-196
Emissions Data	Dennis Farmer	Met Council	Dennis.farmer@metc.state.mn.us	(651) 602-1552
Principal Arterial Intersection Conversion Study	Steve Peterson	Met Council	Steven.peterson@metc.state.mn.us	(651) 602-1819
Regional Truck Highway Corridor Study	Steve Elmer	Met Council	Steven.elmer@metc.state.mn.us	(651) 602-1750
Congestion Management Safety Plan	Michael Corbett	MnDOT	Michael.J.Corbett@state.mn.us	(651) 234-7793
MnDOT support letter	Molly McCartney	MnDOT	molly.mccartney@state.mn.us	(651) 234-778

QUALIFYING REQUIREMENTS

September 15, 2021

The applicant must show that the project meets all of the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application. Applicants whose projects are disqualified may appeal and participate in the review and determination of eligibility at the Technical Advisory Committee (TAC) Funding & Programming Committee meeting. For questions contact Elaine Koutsoukos at <u>Elaine.Koutsoukos@metc.state.mn.us</u>.

By selecting each checkbox, the applicant confirms compliance with the following project requirements:

All Projects

 The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2021), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015). https://metrocouncil.org/Planning/Projects/Thrive-2040.aspx

□ Check the box to indicate that the project meets this requirement.

- 2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project. Briefly list the goals, objectives, strategies, and associated pages:
- 3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages: <u>Unique projects are exempt from this qualifying requirement because of their innovative nature.</u>
- 4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. <u>Unique project costs are limited to those that are federally eligible.</u>

□ Check the box to indicate that the project meets this requirement.

- 5. <u>Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only).</u> Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.
- \Box Check the box to indicate that the project meets this requirement.

- 6. Applicants must not submit an application for the same project elements in more than one funding application category.
- □ Check the box to indicate that the project meets this requirement.
- 7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

Table 1: Regional Solicitation Funding Award Minimums and Maximums

Modal Application Categories	Minimum Federal Award	Maximum Federal Award			
Roadways Including Multimodal Elements					
 Traffic Management Technologies (Roadway System Management) 	\$ 250 <u>500</u> ,000	\$3,500,000			
Spot Mobility and Safety	\$1,000,000	\$3,500,000			
Strategic Capacity (Roadway Expansion)	\$1,000,000	\$10,000,000			
Roadway Reconstruction/ Modernization	\$1,000,000	\$7,000,000			
Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000			
Transit and TDM Projects					
Arterial Bus Rapid Transit Project	N/A	\$25,000,000			
Transit Expansion	\$500,000	\$7,000,000			
Transit Modernization	\$500,000	\$7,000,000			
Travel Demand Management (TDM)	\$100,000	\$500,000			
Bicycle and Pedestrian Facilities					
Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000			
Pedestrian Facilities	\$250,000	\$ 1,000,000 2,000,000			
Safe Routes to School (Infrastructure Projects)	\$250,000	\$1,000,000			

8. The project must comply with the Americans with Disabilities Act (ADA).

□ Check the box to indicate that the project meets this requirement.

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2024 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

□ The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Date plan completed by governing body and link to plan: _____

□ The applicant is a public agency that employs fewer than 50 people and has a completed ADA selfevaluation that covers the public rights of way/transportation. Date self-evaluation completed and link to plan: _____

□ (*TDM <u>and Unique Project</u> Applicants Only*) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

- 10. The project must be accessible and open to the general public.
- □ Check the box to indicate that the project meets this requirement.
- 11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per *FHWA direction established 8/27/2008 and updated4/15/2019*. Unique projects are exempt from this qualifying requirement.
- \Box Check the box to indicate that the project meets this requirement.
- 12. The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

□ Check the box to indicate that the project meets this requirement.

- 13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.
- □ Check the box to indicate that the project meets this requirement.
- 14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.
- □ Check the box to indicate that the project meets this requirement.

Roadways Including Multimodal Elements

1. All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

□ Check the box to indicate that the project meets this requirement.

- 2. Roadway Strategic Capacity and Reconstruction/Modernization and Spot Mobility projects only: The project must be designed to meet 10-ton load limit standards.
- □ Check the box to indicate that the project meets this requirement.
- 3. **Bridge Rehabilitation/Replacement and Strategic Capacity projects only:** Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's "Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities" manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

□ Check the box to indicate that the project meets this requirement.

- 4. **Bridge Rehabilitation/Replacement projects only:** The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that <u>are exclusively</u> for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.
- □ Check the box to indicate that the project meets this requirement.
- 5. Bridge Rehabilitation/Replacement projects only: The length of the bridge <u>clear span</u> must equal or _exceed 20 feet.

□ Check the box to indicate that the project meets this requirement.

- 6. **Bridge Rehabilitation/Replacement projects only**: The bridge must have a National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.
- □ Check the box to indicate that the project meets this requirement.
- 7. Roadway Strategic Capacity, Reconstruction/Modernization, and Bridge Rehabilitation/Replacement projects only: All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (<u>Michael.J.Corbett@state.mn.us</u> or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.
- □ Check the box to indicate that the project meets this requirement.

Bicycle and Pedestrian Facilities Projects Only

 All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

□ Check the box to indicate that the project meets this requirement.

- 2. **Multiuse Trails on Active Railroad Right-of-Way:** All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.
- □ Check the box to indicate that the project meets this requirement. (Attach agreement)
- □ Check the box to indicate that the project is not in active railroad right-of-way.
- Multiuse Trails and Bicycle Facilities projects only: All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a <u>resource for best practices when</u> <u>using salt</u>.
- □ Check the box to indicate that the project meets this requirement.
- 4. Safe Routes to School projects only: All projects must be located within a two-mile radius of the associated primary, middle, or high school site.
- □ Check the box to indicate that the project meets this requirement.
- 5. Safe Routes to School projects only: All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the <u>student travel tally form</u> and the <u>parent</u> <u>survey</u> available on the <u>National Center for SRTS website</u>. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the <u>MnDOT SRTS website</u>.

□ Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Transit and Travel Demand Management (TDM) Projects Only

1. **Transit Expansion projects only:** The project must provide a new or expanded transit facility or service. Applications cannot include the reinstation of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

□ Check the box to indicate that the project meets this requirement.

2. **Transit Expansion projects only:** The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

□ Check the box to indicate that the project meets this requirement.

3. Transit Expansion and Transit Modernization projects only: The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

□ Check the box to indicate that the project meets this requirement.

- 4. **Transit Expansion and Transit Modernization projects only:** The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.
- \Box Check the box to indicate that the project meets this requirement.
- 5. **Travel Demand Management projects only:** The applicant must be properly categorized as a subrecipient in accordance with <u>2CFR200.330</u>.
- \Box Check the box to indicate that the project meets this requirement.
- 6. **Travel Demand Management projects only:** The applicant must adhere to Subpart E Cost Principles of <u>2CFR200</u> under the proposed subaward.
- □ Check the box to indicate that the project meets this requirement.

APPLICATION: REGIONAL SOLICITATION FOR TRANSPORTATION PROJECTS IN 2026 AND 2027

June 4, 2021

Complete and submit the following online application by 4 p.m. on _____

For questions contact Elaine Koutsoukos at *Elaine.Koutsoukos@metc.state.mn.us*.

PROJECT INFORMATION

- 1. PROJECT NAME:
- 2. PRIMARY COUNTY WHERE THE PROJECT IS LOCATED: (Select from drop down list)
- 3. CITIES OR TOWNSHIPS WHERE THE PROJECT IS LOCATED:
- 4. JURISDICTIONAL AGENCY (IF DIFFERENT THAN THE APPLICANT):
- 5. BRIEF PROJECT DESCRIPTION (Include location, road name/functional class, type of improvement, etc. limit to 400 words):
- 6. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION will be used in TIP if the project is selected for funding. See <u>MnDOT's TIP description guidance</u>:
- 7. PROJECT LENGTH (to the nearest one-tenth of a mile):

PROJECT FUNDING

8.	Are you applying for competitive funds from another source(s) to implement	this project?
	Yes No If yes, please identify the source(s):	

9. FEDERAL AMOUNT: \$

10. MATCH AMOUNT: \$ (Minimum of 20% of the project total)

11. PROJECT TOTAL: \$

12. MATCH PERCENTAGE (Minimum of 20%): (Compute the match percentage by dividing the match amount by the project total)

13. SOURCE OF MATCH FUNDS (A minimum of 20% of the total project cost must come from nonfederal sources; additional match funds over the 20% minimum can come from other federal sources):

14. PROGRAM YEARS (Check all y	ears that are feasible): 2024 (TDM and Unique) 2025 (TDM
and Unique) 🗌 2026 🗌 2027	

15. ADDITIONAL PROGRAM YEARS	(Check all y	ears that are feasible if funding in an earlier year
becomes available): 🗌 2023 🛛 🗌	2024	2025

REQUIRED ATTACHMENTS

Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below.

Each individual attachment must be saved as an 8.5"X11"pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted.

Documents to Upload Below:

1. SUMMARY:

- Applicants are required to submit a one-page project summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.
- A photograph showing the existing conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a beforeand-after comparison of the improvement. By submitting the application, the applicant is agreeing to allow the Council to use this photograph.

2. MAPS:

- A map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area, roadway geometry, and any bicycle, pedestrian, and transit components upon completion of the project.
- All project information maps generated through the Metropolitan Council Make-A-Map webbased application completed at the beginning of the application process. Attachment/upload locations are placed throughout all appropriate web-based application forms. Attach additional maps here.

3. COORDINATION

- The applicant must include a letter of support from the agency that owns/operates the facility and/or the agency that will be operating the transit service (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
- If the applicant expects any other agency or competitive grant program to provide part of the local match, the applicant must include a letter or resolution from the other agency agreeing to financially participate/documentation of the competitive award.
- For Transit Expansion projects that include service expansion only: Applicants must provide a letter of support for the project from the transit provider that will commit to providing the service or manage the contract for the service provider.
- Transit projects including last-mile shuttle service, upload Letter of Commitment.

4. OTHER

• For Roadway projects only: The Synchro/Highway Capacity Manual emission reduction reports including the Timing Page Report that displays input and output information. This report

must be attached within the web-based application form for Measure 5A (Congestion Reduction/Air Quality). Upload additional attachments for multiple intersection reports.

- For Roadway projects only: The applicant should attach the listing of crashes, the B/C worksheet, and the crash modification factors used. These documents must be attached within the web-based application form for Measure 6A (Crashes Reduced).
- For Bridge projects only: The applicant should attach the latest Structure Inventory Report. These documents must be attached within the web-based application form for Measure 4B (Bridge Sufficiency Rating).
- For Roadway projects only: The applicant should attach documentation of any outside, competitive funding awarded to the project. This award amount can be used to reduce the total project cost for the purposes of the Cost Effectiveness scoring measure. These documents must be attached within the web-based application form for the Cost Effectiveness Measure.
- For Transit and TDM Projects that include public/private joint-use parking facilities only: The applicant must upload a plan for and make a commitment to the long-term management and enforcement of ensuring exclusive availability of parking to public transit users during commuting times. Federal rules require that parking spaces funded be available exclusively to transit users during the hours of transit service. In the plan, the applicant must indicate how commuter and transit parking will coexist with parking needs for joint use tenants. The entity charged with ensuring exclusive parking for transit commuters after the facility opens must be designated in the plan.
- **TDM Projects only:** Upload Project Budget (budget should include applicable costs, such as, salary, fringe benefits, overhead expenses, marketing, materials, etc.). If using a sub-vendor as part of the project, proper procurement procedures must be used after the project is awarded to select the vendor.
- For Safe Routes to School Projects only: The completed travel tally and parent survey
 results from the SRTS planning process. The travel tally form can be found on the Minnesota
 Department of Transportation (MnDOT) SRTS website:
 http://saferoutesdata.org/downloads/SRTS_Two_Day_Tally.pdf. The travel tally and parent
 survey results must be attached within the web-based application form for Measure 2A (Usage).

Project Information Form – Bicycle and Pedestrian Facilities

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

COUNTY, CITY, OR LEAD AGENCY		
ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED		
NAME OF TRAIL/PED FACILITY:		
TERMINI: (Termini listed must be within 0.3 miles of any work)		
From:		
То:		
(DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR)		
OR At:		
MILES OF TRAIL (nearest 0.1 miles)		
MILES OF TRAIL ON THE <i>REGIONAL BICYCLE TRANSPORTATION NETWORK</i> (nearest 0.1 miles)		
Is this a new trail? (yes or no):		
PRIMARY TYPES OF WORK		
Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.		
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)		
OLD BRIDGE/CULVERT NO.:		
NEW BRIDGE/CULVERT NO.:		
STRUCTURE IS OVER/UNDER:		

Project Information Form – Roadways Including Multimodal Elements

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

COUNTY, CITY, OR LEAD AGENCY	
FUNCTIONAL CLASS OF ROAD	
ROAD SYSTEM	(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)
ROAD/ROUTE NO	(i.e., 53 FOR CSAH 53)
NAME OF ROAD	(Example; 1st ST., MAIN AVE)
ZIP CODE WHERE MAJORITY OF WOR	K IS BEING PERFORMED
APPROXIMATE BEGIN CONSTRUCTIO	N DATE (MO/YR)
APPROXIMATE END CONSTRUCTION	DATE (MO/YR)
TERMINI: (Termini listed must be within 0	.3 miles of any work)
From:	
То:	
(DO NOT INCLUDE LEGAL DESC	CRIPTION)
OR At:	
MILES OF SIDEWALK (nearest 0.1 miles)
MILES OF TRAIL (nearest 0.1 miles)	
MILES OF TRAIL ON THE <i>REGIONAL B</i> (nearest 0.1 miles)	ICYCLE TRANSPORTATION NETWORK
Is this a new trail? (yes or no):	
PRIMARY TYPES OF WORK	
	BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, RAMPS, BRIDGE, PARK AND RIDE, ETC.
BRIDGE/CULVERT PROJECTS (IF APP	LICABLE)
OLD BRIDGE/CULVERT NO.:	
NEW BRIDGE/CULVERT NO.:	
STRUCTURE IS OVER/UNDER:	

Project Information Form – Transit and TDM

(To be used to assign State Project Number after project is selected)

For All Projects

Identify the Transit Market Areas that the project serves:

For Park-and-Ride and Transit Station Projects Only

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

COUNTY, CITY, OR LEAD AGENCY _____

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED
APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR)
APPROXIMATE END CONSTRUCTION DATE (MO/YR)
NAME OF PARK AND RIDE OR TRANSIT STATION:

TERMINI: (Termini listed must be within 0.3 miles of any work)

From:	
То:	
(DO NOT INCLUDE LEGAL DESCRIPTION)	
OR At:	

PRIMARY TYPES OF WORK _____

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

Estimate of TAB-Eligible Project Costs

Fill out the scoping sheet below and provide the estimate of TAB-eligible costs for the project. Applicants are not required to fill out each row of the cost estimate. The list of project elements is meant to provide a framework to think about the types of costs that may be incurred from the project. The total cost should match the total cost reported for the project on the first page of this application. Costs for specific elements are solely used to help applicants come up with a more accurate total cost; adjustments to these specific costs are expected as the project is more fully developed. Per TAB direction, the project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Please use 2022 cost estimates for all project elements including transit vehicle and operating costs.

It is important that applicants accurately break out costs for the project's various multimodal elements.

TAB-Eligible Construction Project Elements/Cost Estimates

Check all that	ITEM	COST
apply		
	Mobilization (approx 5% of total cost)	\$
	Mobilization (approx. 5% of total cost)	Ŧ
	Removals (approx. 5% of total cost)	\$
	Roadway (grading, borrow, etc.)	\$
	Roadway (aggregates and paving)	\$
	Subgrade Correction (muck)	\$
	Storm Sewer	\$
	Ponds	\$
	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
	Traffic Control	\$
	Striping	\$
	Signing	\$
	Lighting	\$
	Turf - Erosion & Landscaping	\$
	Bridge	\$
	Retaining Walls	\$
	Noise Wall (do not include in cost effectiveness measure)	\$
	Traffic Signals	\$
	Wetland Mitigation	\$
	Other Natural and Cultural Resource Protection	\$
	Railroad Crossing	\$
	Roadway Contingencies	\$
	Other Roadway Elements	\$

Specific Roadway Elements

Specific Bicycle and Pedestrian Elements

Path/Trail Construction	\$
Sidewalk Construction	\$
On-Street Bicycle Facility Construction	\$
Pedestrian Curb Ramps (ADA)	\$
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$
Pedestrian-Scale Lighting	\$
Streetscaping	\$
Wayfinding	\$
Bicycle and Pedestrian Contingencies	\$
Other Bicycle and Pedestrian Elements	\$

Specific Transit and TDM Elements

	Fixed Guideway Elements	\$	
	Stations, Stops, and Terminals	\$	
	Support Facilities	\$	
	Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$	
	Vehicles	\$	
	Contingencies	\$	
	Right-of-Way	\$	
	Other Transit and TDM Elements	\$	
	TOTAL TAB-ELIGIBLE CONSTRUCTION COSTS	\$	

Transit Operating Costs

	Number of platform hours	
	Cost per platform hour (fully loaded costs)	
	Subtotal	\$
	Other Costs – Administration, Overhead, etc.	\$
Total Transit Operating Costs		\$
	TDM Operating Costs	\$
	TOTAL TRANSIT AND TDM OPERATING COSTS	\$

TOTAL TAB-ELIGIBLE COSTS	\$

ACTION TRANSMITTAL – 2021-36

DATE:	August 27, 2021	
TO:	Technical Advisory Committee	
FROM:	TAC Funding and Programming Committee	
PREPARED BY:	Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)	
	Steve Peterson, Manager of Highway Planning and TAB/TAC Process (<u>steven.peterson@metc.state.mn.us</u>)	
	Elaine Koutsoukos, TAB Coordinator (<u>elaine.koutsoukos@metc.state.mn.us</u>)	
SUBJECT:	2022 Highway Safety Improvement Program (HSIP) Application: Release for Public Comment	
REQUESTED ACTION:	Approval of the draft 2022 Highway Safety Improvement Program (HSIP) application for release for public comment	
RECOMMENDED MOTION:	That TAC recommended that the Transportation Advisory Board approve the draft 2022 Highway Safety Improvement Program (HSIP) application for release for public comment.	

BACKGROUND AND PURPOSE OF ACTION: Staff asks that TAB release the draft 2022 Highway Safety Improvement Program (HSIP) application for review and public comment. The HSIP application will be released for comment on September 16, with comments due November 1. After the public comment period, a revised draft package will be prepared for the TAB's November meeting. MnDOT has made several changes for the 2022 HSIP Solicitation, including:

Cover – Updated dates

Table of Contents – Updated numbering

Pg. 2 – Need to finalize the amount of funding for 2022 Metro solicitation for 2026 & 2027. Currently \$23 million. Need to determine if there will be additional funds available in FY 23, 24, & 25.

Pg. 3 – MnDOT Central Office Traffic is updating Fatal and Serious Injury crash statistics for MSAS and local streets to be updated in application.

Pg. 5 – Changes made to crash data requirements. If agency applying has access to MnCMAT, they can provide their own data which will be reviewed by scoring committee.

Pg. 6 – Links to Strategic Highway Safety Plan are updated to newest plan.

Pg. 6, 7, 9, 11, 18, 27, 28 – Updated dates

Pg. 8 – Added Met Council wording about using historic AADT data due to pandemic impacts and updated dates. Changes made to crash data requirements. If agency applying has access

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Pg. 11 – Crash request date window lengthened and dates updates. HSIP B/C Worksheet links to updated worksheet. Changes made to crash data requirements. If agency applying has access to MnCMAT, they can provide their own data which will be reviewed by committee.

Pg. 12 – Paper copies submitted changed from two to one.

Pg. 13 – Reference to Metropolitan Council CMF list and wording about the option of using the CMFs provided.

Pg. 15 – Crash costs updated. Additional explanation of when full Fatal Crash value can be used in calculating B/C included.

Pg. 16 – Additional explanation of when full Fatal Crash value can be used in calculating B/C included.

Pg. 17 – Contact info updated.

Pg. 23, 24 – Updated to newest version of B/C Worksheet.

Pg. 26 – Placeholder for Metropolitan Council CMF list.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Highway Safety Improvement Program (HSIP) solicitation for federal funding.

COMMITTEE COMMENTS AND ACTION: At its August 19, 2021, meeting the TAC Funding and Programming Committee unanimously recommended approval of the draft 2022 Highway Safety Improvement Program (HSIP) application for release for public comment.

ROUTING

ТО	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	8/19/2021
Technical Advisory Committee	Review & Recommend	9/1/2021
Transportation Advisory Board	Review & Adopt	9/15/2021

ACTION TRANSMITTAL – 2021-36

DATE:	August 13, 2021	
TO:	TAC Funding and Programming Committee	
PREPARED BY:	Joe Barbeau, Senior Planner (<u>joseph.barbeau@metc.state.mn.us</u>)	
	Steve Peterson, Manager of Highway Planning and TAB/TAC Process (<u>steven.peterson@metc.state.mn.us</u>)	
	Elaine Koutsoukos, TAB Coordinator (<u>elaine.koutsoukos@metc.state.mn.us</u>)	
SUBJECT:	2022 Highway Safety Improvement Program (HSIP) Application: Release for Public Comment	
REQUESTED ACTION:	Approval of the draft 2022 Highway Safety Improvement Program (HSIP) application for release for public comment	
RECOMMENDED MOTION:	That TAC Funding and Programming recommend to TAC approval of the draft 2022 Highway Safety Improvement Program (HSIP) application for release for public comment.	

BACKGROUND AND PURPOSE OF ACTION: Staff asks that TAB release the draft 2022 Highway Safety Improvement Program (HSIP) application for review and public comment. The HSIP application will be released for comment on September 16, with comments due November 1. After the public comment period, a revised draft package will be prepared for the TAB's November meeting. MnDOT has made several changes for the 2022 HSIP Solicitation, including:

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RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Highway Safety Improvement Program (HSIP) solicitation for federal funding.

ROUTING

то	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	8/19/2021
Technical Advisory Committee	Review & Recommend	9/1/2021
Transportation Advisory Board	Review & Adopt	9/15/2021

HSIP

Highway Safety Improvement Program

For State Fiscal Years 2026 and 2027

Metro District Program Criteria

Minnesota Department of Transportation Metro District Traffic Engineering February 2022

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- G Metropolitan Council CMF Guide
- HSIP Application (Form 1)
- Project Information Sheet (Form 2)

Introduction

This document explains the requirements, and gives guidance for the Highway Safety Improvement Program (HSIP) to applicants desiring to obtain federal funds under the Federal FAST Act legislation. In FAST Act, the purpose of HSIP is to achieve a significant <u>reduction in</u> <u>traffic fatalities and serious injuries</u> on all public roads. Projects submitted should have the greatest potential of achieving this objective. See Appendix B for a timeline flowchart of the HSIP solicitation, application and evaluation process.

General Policies:

- 1. HSIP funds are available to MnDOT; the counties of Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott, and Washington; and the State Aid eligible cities and towns within those counties. Applicants that are not State Aid cities or counties in the eight-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.
- 2. The maximum HSIP federal award is \$2,000,000 per project. A minimum local match of 10% of the total project cost is required. The match must be in "hard dollars." Soft matches (i.e.; volunteer labor, donated materials, professional services) cannot be included in the match.
- 3. HSIP funding cannot be used as a "payback" source of funding, whereby local agencies construct a project and anticipate future reimbursement monies from HSIP funds.
- 4. This solicitation is for both "Proactive" and "Reactive" projects. Distribution of funds between these two project types will depend on a number of factors including the dollar amount and number of projects submitted in each category, types of projects submitted and geographic balance of projects throughout the Metro District.
- 5. Funding is for roadway construction and reconstruction projects designed to decrease the frequency and/or severity of crashes. These crashes can involve pedestrians, bicycles, and other non-motorized vehicles. The project must be a permanent improvement. Right-of-way, design, and construction engineering costs are not fundable and shall not be included in the project cost. Please refer to https://safety.fhwa.dot.gov/hsip/
- 6. The amount of federal funds awarded is based upon the original submission. Any increase in scope or costs will be the responsibility of the applicant.

- Projects awarded funding through the regional HSIP solicitation are subject to the Region's "Program Year Policy" and "Scope Change Policy" available at <u>https://metrocouncil.org/Transportation/Planning-2/Transportation-Planning-Process.aspx?source=child</u>
- 8. Applicants may apply for both the Regional Solicitation and the Highway Safety Improvement Program (HSIP), but projects can only be awarded funds from one of the two federally funded programs.
- The amount of funding available for this 2022 Metro District solicitation for State Fiscal Years 2026 and 2027 is approximately \$22 million for the two-year period. Additional funding <u>may</u> be available in State Fiscal Year 2023, 2024, or 2025.

Qualifying Criteria

The objective of the Highway Safety Improvement Program (HSIP) is to identify, evaluate, and implement cost effective construction safety projects with a primary goal of **reducing and preventing fatal and serious injury crashes on all public roads.**

Priority will be given to smaller stand-alone, low-cost / high-benefit projects. Applicants should submit focused safety projects and not asset replacement projects unless the replacement project by itself increases safety. See Appendix C for additional traffic signal requirements. Safety features, such as guardrails, that are routinely provided as part of a broader project should be funded from the same source as the broader project. In some instances, narrow shoulder paving in conjunction with resurfacing projects may be allowed. See Appendix D for this exception.

FOR PROACTIVE PROJECTS:

For MnDOT Metro District and the Metro counties, their road safety plans should be the starting point for selecting projects for this solicitation. For state and county roads, projects that originate from a road safety plan will be given priority. For local streets, a city may propose strategies similar to what is in their county's safety plan if applicable.

The following crash data is provided to assist cities in focusing on the types of projects to submit. On local roads (MSAS and city streets) in the Metro District over the latest 5 year period available (2014-2018) there have been 1,315 fatal and serious injury crashes: 458 (35%) involved two or more vehicles colliding

- 339 (26%) involved a pedestrian
- 118 (9%) involved a bicyclist
- 96 (7%) involved hitting a tree or shrub

Seventy-five percent of the fatal and serious injury crashes fall into these three categories listed above, so the focus should be on low-cost solutions that are geared toward impacting those types of crashes.

Reactive projects should propose safety improvements that directly address the types of crashes experienced within the project area.

Priority will be given to applications that are making cost effective impacts throughout the network (at multiple locations) or via a corridor-based approach.

Signalized intersections in urban areas tend to involve more risk than other types of intersections. A focus on signalized intersections, such as countdown timers, signal retiming, enforcement lights, curb extensions, etc. would have an impact on these target crashes.

The following is a list of example projects that would be considered for proactive funding with this program:

Reduced-conflict intersections (RCI's) Rumble strips Rumble stripEs Wider striping (6") Embedded wet reflective striping Delineation for sharp curves (chevrons) Cable median barrier Crosswalk enhancements (ex. RRFB's) Intersection lighting Corridor lighting Curb extensions (bump-outs) Sight distance improvements Remove hazards in clear zones Pedestrian countdown timers Construct ped refuge islands & raised medians Enforcement lights on signals Turn lanes New guardrail (not replacement) Frontage roads (with access removals) Sidewalks or trails Narrow shoulder paving (see Appendix D) Signal coordination (interconnect) Pavement messages Roundabouts Stop bars Safety edge Friction treatments Road diets

FOR REACTIVE PROJECTS:

For this solicitation, proposed projects qualify for the HSIP program by having a benefit/cost (B/C) ratio of 1.0 or greater*. (Note: The B/C ratio shall exclude right-of-way costs. The cost used should be the total project cost, not the amount of requested HSIP dollars.)

*Only crashes contained within the Minnesota Department of Public Safety's database can be used to determine the B/C for project submittals. If the agency submitting application has access to MnCMAT, crash data from that system can be used as part of submittal. MnCMAT data will be reviewed by the HSIP committee to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT. MnDOT Metro District Traffic Office will provide a crash listing, upon request.

(See Appendix A)

Prioritization Criteria

The HSIP project evaluation committee will determine if the submitted projects have met the intent of the qualifying criteria and HSIP.

Pedestrian and bicycle crashes are a focus area in the Minnesota Strategic Highway Safety Plan. Additional consideration will be given to projects which address pedestrian and bicycle safety. To account for the greater proportion of severe injuries of bike and pedestrian crashes each bike and pedestrian crash should be enter as two on the B/C worksheet.

FOR PROACTIVE PROJECTS:

For Proactive projects, priority will be given to projects identified in road safety plans, and projects that have the highest possibility of reducing the chance of fatal and serious injury crashes. The following criteria will be used in ranking proactive projects:

- Cost per user exposure
- Connection to the 2020-2024 Minnesota Strategic Highway Safety Plan (SHSP). This Plan can be found at the following link: <u>http://www.dot.state.mn.us/trafficeng/safety/shsp/mn-shsp-2020-24.pdf</u>
- Correctable fatal and serious injury crashes (10 years, 2011 2020)
- Crash reduction factor for the specific strategy
- Part of a plan (safety plan or road safety audit recommendations) include a link to or an excerpt from the existing plan
- Pedestrian and bicycle safety elements

FOR REACTIVE PROJECTS:

The reactive projects will be prioritized by:

- Highest B/C ratio, based on crash data from 2018-2020.
- The scoring committee will review the projects to determine how well they meet the qualifying criteria and intent of the HSIP program, to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. In addition to crash history the existence of risk factors and experience with crash types that are risk factors for more severe crashes are relevant here.
- Correctable fatal and serious injury crashes (10 years, 2011 2020)
- Pedestrian and bicycle safety elements

EVALUATION PROCESS:

Project proposals will be reviewed by MnDOT's Metro District Traffic Engineering unit initially to determine if they meet the qualifying criteria. The HSIP committee will finalize a prioritized list of projects to be funded.

The HSIP committee will consist of:

- MnDOT Metro District Traffic Engineer Program Support
- MnDOT Metro Traffic Safety Specialist
- MnDOT State Traffic Safety Engineer
- Two County/City Engineers
- Metropolitan Council Regional Highway Planner

<u>Required Material and</u> <u>Special Instructions</u>

Following is a list of materials <u>required</u> to be submitted per project. Failure to provide this information may exclude the submission from consideration:

- HSIP application (Form 1) (See appendix for Form 1)
- Project information sheet (Form 2) (See appendix for Form 2)
- Location map
- A photograph showing the existing conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant is agreeing to allow the Metropolitan Council to use this photograph.
- Project plan or preliminary layout/scope of work proposed
- Provide the AADT or an average AADT for your project area. If an intersection project, provide the AADT for the minor road too. Due to the potential timing issues with when a traffic count was taken relative to the COVID-19 pandemic (and resulting drop in traffic volumes), applicants may also use a historic AADT volume from the MnDOT Traffic Mapping Application (instructions under the Help Document).
- For intersection projects only, provide collision diagrams. MnDOT will not provide collision diagrams.
- Include crash listings (2018-2020) obtained from MnDOT or MnCMAT.
- As part of the Regional Solicitation Before & After Study, Phase 2 (2021), a list of commonly used crash modification factors was created. Applicants have the option to use these crash modification factors (included in Appendix G) or find a more appropriate one on FHWA's Clearinghouse.
- For applications where a CMF is not chosen from the list, the applicant will provide a reasonable Crash Reduction Factor (CRF) from the FHWA's CMF

Clearinghouse (MUST include a printout of the CRF reference page) <u>http://www.cmfclearinghouse.org/</u>

The applicant is required to write a brief logical explanation on why they chose a particular CRF.

- The applicant must include a letter of support from the agency that owns/operates the facility (if different from the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
- The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.
- Projects on MSAS and CSAH roadways must meet state aid standards.
- The project must comply with the Americans with Disabilities Act (ADA).
- In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be adopted by the local agency before the application deadline. For the 2024 funding cycle, this requirement may include that the plan is updated within the past five years. Please document which of these apply:

□ The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation. Date plan adopted by governing body and link to plan: _____

 \Box The applicant is a public agency that employs 50 or more people and does not have an adopted ADA transition plan that covers the public right of way/transportation.

□ The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation. Date self-evaluation completed and link to plan: _____

 \Box The applicant is a public agency that employs fewer than 50 people and does not have a completed ADA self-evaluation that covers the public rights of way/transportation.

FOR PROACTIVE PROJECTS:

- Provide total miles of strategy deployment
- Number of fatal and serious injuries in the past 10 years (2011-2020) that have occurred where you propose to implement an HSIP project. If the agency submitting application has access to MnCMAT, crash data from that system can be used as part of submittal. MnCMAT data will be reviewed by the HSIP committee to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT. MnDOT Metro District Traffic Office will provide a crash listing, upon request. (see Appendix A for contact information). Crash data should include all crash types and severities, including pedestrian and bicycle crashes. (Projects may be eligible for HSIP even if no fatal or severe injuries have occurred in your implementation area.)
- Collision diagrams may be submitted but are not required.
- If on a trunk highway, provide signed Intersection Control Evaluation (ICE) report for proposed intersection traffic control changes.
- MnDOT and counties, please attach copy of the appropriate page(s) from your highway safety plan for projects submitted that are referenced in your Plan.
- Discuss how the project will improve safety for pedestrians and bicyclists. Safety countermeasures for pedestrians and bicyclists can include those identified by the FHWA as part of its Safe Transportation for Every Pedestrian program or others in its Proven Safety Countermeasures (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian and bicycle safety best practices is also available in MnDOT's Best Practices for Pedestrian/Bicycle Safety.

FOR REACTIVE PROJECTS:

• The crash data shall include crashes from calendar years **2018-2020**. Only crashes contained within the Minnesota Department of Public Safety's database can be included. This is to ensure that all project proposals can be equally compared. If the agency submitting application has access to MnCMAT, crash data from that system can be used as part of submittal.

MnCMAT data will be reviewed by the HSIP committee to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT. MnDOT Metro District Traffic Office will provide a crash listing, upon request. (see Appendix A for contact information). Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

• If an individual crash is not in the DPS crash database, it cannot be included in the analysis or the submittal, unless the agency provides acceptable proof of the existence of the crash. Acceptable proof is a copy of the police or citizen accident report. If a crash report was not written, the crash may not be included. If the crash had no injuries and the minimum dollar amount was not met ("N" in the "\$min" box on a police report), the crash cannot be included.

Crash data requests to MnDOT should be made as soon as possible but before March 15, 2022. Requests made after March 15th may be significantly delayed due to limited resources. MnDOT will not provide collision diagrams.

- Number of fatal and serious injuries in the past 10 years (2011-2020) that have occurred where you propose to implement a HSIP project. See explanation above for acceptable methods and sources of crash data. (Projects may be eligible for HSIP even if no fatal or severe injuries have occurred in your implementation area.)
- HSIP B/C Worksheet A sample HSIP B/C worksheet is included in Appendix E. Refer to Appendix F for recommended service life criteria.

You can find an Excel version of a <u>HSIP Benefit Cost Worksheet</u> on this web page under Reference Material.

- If on a trunk highway, provide signed Intersection Control Evaluation (ICE) report for proposed intersection traffic control changes.
- Description of how the project meets the intent of the HSIP program (i.e. reduce fatal and serious injury crashes within the proposed project area)
- Proposed roundabouts must address mini-roundabouts as an option
- Discuss how the project will improve safety for pedestrians and bicyclists. Safety countermeasures for pedestrians and bicyclists can include those identified by the FHWA as part of its Safe Transportation for Every

Pedestrian program or others in its Proven Safety Countermeasures (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian and bicycle safety best practices is also available in MnDOT's Best Practices for Pedestrian/Bicycle Safety.

SUBMISSION OF APPLICATION:

Applicants must send one paper copy of each project submittal along with an electronic submittal.

Paper copy to: MnDOT, Traffic Engineering Attn: Lars Impola 1500 West County Road B2 Roseville, MN 55113

Electronic submittal to: Lars.Impola@state.mn.us

Crash Reduction Factors

A Crash Reduction Factor (CRF) is the percentage crash reduction that may be expected after implementing a given countermeasure. A CRF should be regarded as a generic estimate of the effectiveness of a countermeasure. The estimate is a useful guide, but it remains necessary to apply engineering judgment and to consider site-specific environmental, traffic volume, traffic mix, geometric, and operational conditions, which will affect the safety impact of a countermeasure.

The proposal should reference the FHWA Crash Modification Factors (CMF) identified in the Regional Solicitation Before & After Study, Phase 2 (2021) list of commonly used crash modification factors (included in Appendix G) or find a more appropriate one on FHWA's Clearinghouse. Clearinghouse, which can be found at the following website <u>http://www.cmfclearinghouse.org/.</u>

For all applications, the applicant is required to write a brief logical explanation on why they chose a particular CRF.

In lieu of relying on crash reduction tables, proposals may contain an estimate of crash reductions based upon logical assumptions. The proposal will have to thoroughly demonstrate in a logical fashion how each improvement will impact each type of crash. The HSIP Committee will review the documentation for accuracy and concurrence with logic.

Some examples of acceptable estimates are listed below:

Example 1: A project is proposing closure of a median at an intersection. Logically, all left turning and cross street right angle crashes will be eliminated. (100% reduction in these types of crashes).

Example 2: A project is proposing a traffic signal revision including creating a protected left turning phase for the minor leg of the intersection. This project should reduce the amount of minor leg left turn crashes significantly (90% reduction). Additionally, any significant improvement in capacity would reduce rear end collisions slightly (10% reduction for minor capacity improvements, 20% for significant improvements).

Example 3: A project is proposing a traffic signal revision including adding left and right turn lanes. Adding turn lanes should reduce rear end collisions and some turning collisions depending on proposed versus existing phasing. (20% reduction in impacted rear end collisions is reasonable).

The project initiator may contact a member of the MnDOT review team (see Appendix A) to discuss crash reduction assumptions for each improvement project prior to submittal.

If only one improvement is included in the proposed project, the crash reduction factors from the FHWA CMF Clearinghouse, or a percentage reduction based on an estimated procedure described above can be entered directly into the benefit/cost (B/C) worksheet. If two improvements are included in the proposed project, the overall crash reduction factor should be determined using the "multiple safety improvement crash reduction formula" described below.

Multiple Safety Improvement Crash Reduction Formula:

• $CRF = 1 - [(1 - CRF1) \times (1 - CRF2)]$

CRF is the overall crash reduction factor expressed as a decimal (to two significant digits) to be used on the B/C worksheet

CRF1 is the crash reduction factor for the first improvement expressed as a decimal CRF2 is the crash reduction factor for the second improvement expressed as a decimal.

- Each crash may only be used on one B/C worksheet.
- Use the total cost of the project in the denominator on the B/C worksheet(s).
- All individual B/C worksheets must be submitted, and the application must include an overall B/C calculation.
- If using multiple CRF's providing your calculation is required.
- No more than two CRF's per crash type and location will be allowed.

Use of Fatal Crashes

Type of Crash	Crash Severity	Cost per Crash
Fatal (F)	1 Fatal Crash	\$12,800,000
Personal Injury (PI)	2 Serious Injury	\$720,000
Personal Injury (PI)	3 Minor Injury	\$220,000
Personal Injury (PI)	4 Possible Injury	\$120,000
Property Damage (PD)	5 Property Damage Only	\$13,000

Since fatal crashes are often randomly located, there is considerable debate as to whether they should be treated as personal injury crashes or as fatalities. Furthermore, the value assigned is subject to many considerations. With the above in mind, the following criteria shall be used when computing expected crash reduction benefits:

1. The cost assigned to a fatal crash may be used if there are two or more correctable fatal crashes being addressed by the same proposed improvement, within the three-year period.

OR

2. The cost for a fatal crash may be used when there is at least one correctable fatal crash **and** two or more correctable serious injury crashes being addressed by the same proposed improvement, within the three-year period.

If the above criteria are not satisfied, a correctable fatal crash shall be treated as two serious injury type crashes, when computing the benefit-cost ratio. To do this, enter the correctable fatal crash as two serious injury crashes on the HSIP B/C worksheet.

For example, if there is a project with two fatal crashes within the project limits, both being at an intersection that is being modified by a roundabout project that would address both crashes, it would be acceptable to count two fatal crashes at the fatal crash cost.

Alternatively, if one of two fatal crashes within the project limits was a right-angle crash that occurred at an intersection being modified by a roundabout project, and the other fatal crash was a run-off-road hitting a tree within the rumble strip installation portion of the same project, the use of a fatal crash cost in the B/C worksheet would not be allowed.

If there are questions about using the full fatal value or the 2 x serious injury crash value, please contact Kaare Festvog or Lars Impola to discuss the issue.

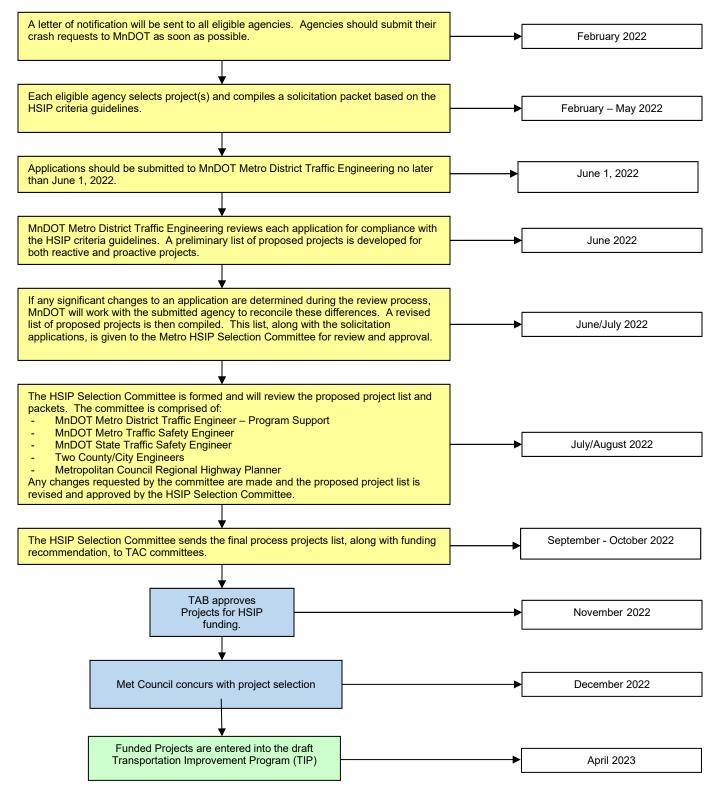
Appendix A

MnDOT Metro District Traffic Engineering Program Support Contacts

Information	<u>Contact</u>	<u>E-Mail</u>	Phone Number
Proposal Content	Kaare Festvog	kaare.festvog@state.mn.us	651/234-7814
Proposal Content	Lars Impola	<u>lars.impola@state.mn.us</u>	651/440-4117
Crash Information	Cherzon Riley	<u>cherzon.riley@state.mn.us</u>	612/322-1080

Appendix B

Highway Safety Improvement Program (HSIP) Metro District Process Timeline (2022)



Appendix C

Traffic Signals:

In most cases, traffic signals are not safety control devices. They assign right of way for vehicles and are necessary for operational purposes. However, in some cases they can improve safety. The objective for the Highway Safety Improvement Program is to reduce the occurrence of and the potential for fatalities and serious injuries resulting from crashes on all public roads" (23 CRF 924.5). Signal projects will be considered for funding provided they meet the following criteria.

1. New Signals:

- Warrant 7, Crash Experience from the Minnesota Manual on Uniform Traffic Control Devices (MMUTCD) must be met. FHWA's Interim Approval for Optional Use of an Alternative Signal Warrant 7 Crash Experience (IA-19) should be followed. Exceptions to meeting this warrant may be made if an adequate case is made on how the new signal will "reduce the number of, or potential for, fatalities and serious injuries" as required by FAST Act.
- All new signals on a trunk highway shall meet current MnDOT design standards. If exceptions to incorporating these standards are necessary due to site-specific conditions, explanation should be included with the application.
- Installation of red light running (enforcement) lights is strongly encouraged. Installation costs are low when installed with new signals and they provide the benefit of red light running enforcement to be accomplished by one law enforcement officer, instead of two.
- Documentation should be provided confirming that other intersection types were considered but are not feasible. Those considered should include intersection types that reduce the probability of severe right-angle crashes. Roundabouts, reduced conflict intersections (RCI) and some alternative intersection types fall into this category.

- 2. Existing Signals:
 - Rebuilding an existing signal system may be eligible for HSIP funding if it is necessary for implementation of a geometric improvement, where the signal system cost is incidental to the primary geometric safety improvement on the project.
 - Rebuilding an existing signal system without geometric improvements may be eligible for HSIP funding if additional safety devices are included, such as: adding mast arms, adding signal heads, interconnect with other signals, etc.
- 3. Retiming of Signal Systems:
 - The development and implementation of new signal timing plans for a series of signals, a corridor, or the entire system are not eligible for HSIP funds.

Appendix D

Guidelines for HSIP-funded narrow shoulder paving in conjunction with resurfacing projects:

If narrow shoulder paving projects are funded through HSIP, it makes sense under certain circumstances to do the work in conjunction with a resurfacing project, rather than as a separate, stand-alone project. Work involving the paving of existing aggregate or turf shoulders with 1 to 2 feet of pavement may be allowed within the following guidelines:

- Narrow shoulder paving can be done in conjunction with resurfacing if the project is along one of the segments specifically identified in the County Road Safety Plan for this type of work.
- The project can be at a different location than those identified in the CRSP if it is along a higher-risk segment, as identified in the CRSP. The CRSP assigns a risk rating to highway segments based on the following criteria: traffic volume, rate and density of road departure crashes, curve density and edge assessment. The risk rating ranges from 0 (lower risk) to 5 (higher risk). If the proposed project is along a highway segment with a rating of 4 or 5, then it can be done in conjunction with a resurfacing project. This process ensures that narrow shoulder paving is being done at locations of higher risk rather than being driven by the schedule of pavement rehabilitation projects.
- The shoulder paving must include a safety edge and either shoulder or edgeline rumble or mumble strips.
- If a project is required to construct more than 2 foot shoulders per State Aid standards, or if the applicant plans for more than 2 foot shoulders, HSIP funding cannot be used for any additional width beyond 2 feet (local funds may be used for the additional width).
- The applicant should use regular construction dollars to upgrade guardrail and other safety hardware as part of the resurfacing project.

Appendix E

B/C Worksheet example see following 2 pages

Traffic Safety Benefit-Cost Calculation Highway Safety Improvement Program (HSIP) Reactive Project

Boute	scriptior	۱ <u> </u>		
		District	County	
Begin R		End RP	Miles	
Locatio				
B. Project Desc	ription			
Proposed Work				
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Project Service L			Traffic Growth F:	
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F. An	alysis Assumption:	5	
	Crash Severity	Crash Cost	
	K crashes	\$1,440,000	Link: mndot.gov/planning/program/appendix_a.html
	A crashes	\$720,000	
	B crashes	\$220,000	Real Discount Ra 1.2%
	C crashes	\$120,000	Traffic Growth R 0.5%
	PDO crashes	\$13,000	Project Service L 10 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	#DIV/0!	#DIV/0!
A crashes	0.00	#DIV/0!	#DIV/0!
B crashes	0.00	#DIV/0!	#DIV/0!
C crashes	0.00	#DIV/0!	#DIV/0!
PDO crashes	0.00	#DIV/0!	#DIV/0!
	λλ.		\$0

H. Amor	tized Benefit			
Year	Crank Praefile	Preasal Value		
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	61	41		
	61	41		
	\$1	41		
	41	41		

Page 2 of 2

Appendix F

Recommended Service Life Criteria

Description	<u>Service Life</u> (years)		<u>ce Life</u> (years)
Intersection & Traffic Control	<u>() cui 57</u>	Roadway & Roadside	<u>yeur 57</u>
Construct Turning Lanes	20	Widen Traveled Way (no lanes added)	20
Provide Traffic Channelization	20	Add Lane(s) to Traveled Way	20
Improve Sight Distance	20	Construct Median for Traffic Separation	20
Install Traffic Signs	10	Wide or Improve Shoulder	20
Install Pavement Marking	2	Realign Roadway (except at railroads)	20
Install Delineators	10	Overlay for Skid Treatment	10
Install Illumination	20	Groove Pavement for Skid Treatment	10
Upgrade Traffic Signals	20	Install Breakaway Sign Supports	10
Install New Traffic Signals	20	Install Breakaway Utility Poles	10
Retime Coordinated System	5	Relocate Utility Poles	20
Construct Roundabout	20	Install Guardrail End Treatment	10
		Upgrade Guardrail	10
<u>Pedestrian & Bicycle Safety</u>		Upgrade or Install Concrete Median Barrie	r 20
Construct Sidewalk	20	Upgrade or Install Cable Median Barrier	10
Construct Pedestrian & Bicycle		Install Impact Attenuators	10
Overpass/Underpass	30	Flatten or Re-grade Side Slopes	20
Install Fencing & Pedestrian Barrie	er 10	Install Bridge Approach Guardrail	
Construct Bikeway	20	Transition	10
Curb extensions and medians	20		
		Remove Obstacles	20
C4		Lundall Dilla Turaduranta	7

<u>Structures</u>]
Widen or Modify Bridge for Safety	20]
Replace Bridge for Safety	30	
Construct New Bridge for Safety	30	
Replace/Improve Minor Structure for		
Safety	20	
Upgrade Bridge Rail	20	

Remove Obstacles20Install Edge Treatments7Install Centerline Rumble Strips7

Source: Federal Highway Administration (FHWA)

Appendix G

Metropolitan Council CMF List

Federal HSIP Fu	inding Applica	ation (Form 1)		
 INSTRUCTIONS: Complete and return completed application to Lars Impola, MnDOT, Metro District, 1500 West County Road B2, Roseville, Minnesota 55113. (651) 234-7820. Applications must be received by 4:30 pm or postmarked on June 1, 2022.*Be sure to complete and attach the Project Information form. (Form 2) 				
I. GENERAL INFORMATION				
1. APPLICANT:				
2. JURISDICTIONAL AGENCY (IF DIFFERENT):				
3. MAILING ADDRESS:				
CITY:	STATE:	ZIP CODE:	4. COUNTY:	
5. CONTACT PERSON:	TITLE:		PHONE NO. ()	
CONTACT E-MAIL ADDRESS:				
II. PROJECT INFORMATION				
6. PROJECT NAME:				
7. BRIEF PROJECT DESCRIPTION - Include location, road name, type of improvement, etc (A complete description can be submitted separately):				
8. HSIP PROJECT CATEGORY – Circle which project grouping in which you wish your project to be scored. Proactive Reactive				
		nich you wish your pro	ject to be scored.	
Proactive R			ject to be scored.	
Proactive R	Reactive PROJECT FUND	NG		
Proactive F III. 9. Are you applying or have you applied for funds	Reactive PROJECT FUND s from another s	NG		
Proactive F III. 9. Are you applying or have you applied for funds If yes, please identify the source(s):	Reactive PROJECT FUND s from another s 13. MATCH %	NG ource(s) to fund this p		
Proactive F III. 9. Are you applying or have you applied for funds If yes, please identify the source(s): 10. FEDERAL AMOUNT*: \$	Reactive PROJECT FUND s from another s 13. MATCH % 14. SOURCE (NG ource(s) to fund this p 6 OF PROJECT TOTAL: DF MATCH FUNDS: ED PROGRAM YEAR(S)		

*Would you accept a federal award that covers 80% of the total project cost if non-HSIP federal funds were awarded?_____

**NOTE: If funding becomes available in 2023, 2024 or 2025 would this project be able to be advanced to meet this schedule?_____Which years would work?_____

PROJECT INFORMATION (Form 2)

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, or LEAD AGENCY FUNCTIONAL CLASS OF ROAD ROAD SYSTEM _____ (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET) NAME OF ROAD _____ (Example: 1st Street, Main Avenue) ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) APPROXIMATE END CONSTRUCTION DATE (MO/YR) LOCATION: From: To: ______(DO NOT INCLUDE LEGAL DESCRIPTION) TYPE OF WORK

(Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC)

ACTION TRANSMITTAL No. 2021-38

DATE:	August 25, 2021
TO:	Technical Advisory Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT:	Streamlined 2021-2024 and 2022-2025 TIP amendment for MnDOT: Security Gate for Burns Avenue Overlook
REQUESTED ACTION:	MnDOT requests an amendment to the 2021-2024 and 2022-2025 TIPs to add an installment of an automatic gate and associated crime prevention features for night closure the Burns Avenue Overlook in St. Paul (SP # 6220-92).
RECOMMENDED MOTION:	That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment the 2021-2024 and 2022-2025 TIPs to add an installment of an automatic gate and associated crime prevention features for night closure the Burns Avenue Overlook in St. Paul (SP # 6220-92).

BACKGROUND AND PURPOSE OF ACTION: Using state funding, MnDOT wishes to install an automatic gate and associated crime-prevention features for night closure of the Burns Avenue overlook, located on Burns Avenue just east of US 61 / US 10/.

This project is entirely state-funded and therefore was not funded through the Regional Solicitation.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all TIP amendments meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP per these four requirements.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing the TAC Funding & Programming Committee review and results in saving a month of process time.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the state funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

ROUTING				
ТО	ACTION REQUESTED	DATE SCHEDULED / COMPLETED		
Technical Advisory Committee	Review & Recommend	9/1/2021		
Transportation Advisory Board	Review & Recommend	9/15/2021		
Metropolitan Council Transportation Committee	Review & Recommend	10/11/2021*		
Metropolitan Council	Review & Adopt	10/13/2021*		

*Following the Transportation Advisory Board, the amendment to the 2021-2024 TIP will be forwarded to Transportation Committee. However, the amendment to the 2020-2025 TIP will not be forwarded until the 2022-2025 State Transportation Improvement Program (STIP) is approved by the USDOT.

Please amend the 2021-2024 and 2022-2025 Transportation Improvement Program (TIP) to change this project in program year 2022. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
TBD	2022	Μ	US 61/10	6220-92	MnDOT	US 61/10- Burns Ave Overlook in St Paul, install automatic gate and associated crime prevention features for night closure of the site.

Miles	Prog	Type of Work	Prop Funds	Total \$	State \$	Other \$
0.0	EN	Other	SF	50,000	50,000	-

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is needed to add a new 100% state funded project into fiscal year 2022.

- 2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
 - New Money
 - Anticipated Advance Construction
 - ATP or MPO or MnDOT Adjustment by deferral of other projects
 - Earmark or HPP not affecting fiscal constraint
 - Other

Х

No federal funds are being added to the project, therefore fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis
- N/A (not in a nonattainment or maintenance area

*Exempt Project Category NC. Not classifiable per Section 93.126 of the Conformity Rules.

ACTION TRANSMITTAL 2021-23

DATE:	August 25, 2021
то:	TAC
PREPARED BY:	David Burns, Planning Analyst, david.burns@metc.state.mn.us
SUBJECT:	Amy Vennewitz, Deputy Director, MTS Finance and Planning amy.vennewitz@metc.state.mn.us 2022 Unified Planning Work Program (UPWP)
REQUESTED ACTION:	The Metropolitan Council requests that the Transportation Advisory Board (TAB) recommend adoption of the 2022 Unified Planning Work Program (UPWP).
RECOMMENDED MOTION:	That TAC recommend adoption of the 2022 Unified Planning Work Program.

BACKGROUND AND PURPOSE OF ACTION: The Unified Planning Work Program (UPWP) serves as the Council's application for USDOT transportation planning funds. It is required that every metropolitan planning organization (MPO) submit the UPWP for consideration by the USDOT. The UPWP is prepared annually and describes the transportation planning activities that the Council will conduct for the year. Participants in the UPWP include the Metropolitan Council, the Minnesota Department of Transportation, the Minnesota Pollution Control Agency, the Metropolitan Airports Commission, and local cities, counties, and other stakeholders.

The UPWP includes activities required by federal regulation that address planning priorities of the metropolitan area. The document identifies budgeted expenditures, funding sources, and allocation of staff resources for transportation planning activities of the MPO. Projects with Metropolitan Council participation include staff hours and consultant costs that detail how the estimated \$4.4 million of federal planning money will be spent, along with a required 20 percent local match to the federal funds. In 2022 the Council is committing the use of the federal funds and local match to support the transportation planning program and begin to prepare for the 2024 update of the region's Transportation Policy Plan.

Many of the tasks described are required by state or federal law and are ongoing activities, such as the TAC/TAB committee process, or repeat on an annual or biennial cycle, such as the preparation of the TIP and the Regional Solicitation. Other tasks include studies that help to inform the region's transportation policies and improve processes.

As the UPWP goes through the review process there may be minor edits to the work program and/or budget based upon feedback from committees or as part of the public review process.

RELATIONSHIP TO REGIONAL POLICY: The UPWP is a federally required description and documentation of proposed transportation and transportation-related planning activities in the metropolitan area. The activities include both activities required for the MPO to operate as well as projects that reflect the regional transportation vision.

COMMITTEE COMMENTS AND ACTION: The item was presented to the TAC Planning Committee at its August 12, 2021 meeting. The Committee commented that partner agencies are still reviewing the document and requested that these changes be incorporated into the draft document as it moves through the approval process. The motion to recommend approval of the 2022 Unified Planning Work Program with the understanding that changes will be made as comments from partner agencies and the public roll in was approved.

ТО	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
TAC Planning Committee	Review & Recommend	8/12/21
Technical Advisory Committee	Review & Recommend	9/1/21
Transportation Advisory Board	Review & Recommend	9/15/21
Metropolitan Council	Review & Recommend	9/27/21
Transportation Committee		
Metropolitan Council	Review & Adopt	10/13/21

ACTION TRANSMITTAL – 2021-24

DATE:	August 25, 2021
TO:	TAC Planning Committee
PREPARED BY:	Steven Elmer, Planning Analyst (651) 602-1756
SUBJECT:	Regional Bicycle Transportation Network (RBTN) & Regional Bicycle Barrier Updates for Regional Solicitation
REQUESTED ACTION:	Accept the updated Regional Bicycle Transportation Network (RBTN) and regional bicycle barriers and recommend their release for public comment with the 2022 Regional Solicitation packet.
RECOMMENDED MOTION:	That TAC recommend to the Transportation Advisory Board to accept the updated RBTN and regional bicycle barriers and release for public comment as part of the 2022 Regional Solicitation packet.

BACKGROUND AND PURPOSE OF ACTION:

The Regional Bicycle Transportation Network (RBTN) was established in the 2040 Transportation Policy Plan (TPP) in 2015 as the region's official prioritized bicycle network for transportation, setting the region's priorities for bicycle planning and investment. The goal of the RBTN is to develop an integrated seamless network of on and off-street bikeways to effectively improve conditions for daily bicycle transportation and to encourage planning and implementation of RBTN bikeways by local and state agencies. Regional bicycle barriers were defined in the Regional Bicycle Barriers Study (2017) as the major physical barriers to bicycle transportation and include the region's freeways, expressways, rail corridors, and streams; these barriers were later adopted into the TPP in 2018. RBTN Tier 1 and Tier 2 priority corridors and alignments have been used in the Regional Solicitation project selection criteria since 2014; regional bicycle barriers were first used as project selection criteria in 2020.

In late April local and state agencies were notified of the opportunity to propose additions or changes to the RBTN or to propose new regional bicycle barriers. A set of new measures recommended by the RBTN Guidelines and Measures Study was posted as the primary criteria to be used in evaluating the proposals. Proposal applications were due on May 28th. Staff reviewed the applications and developed recommendations to accept each application as proposed, or to accept with adjustments based on the evaluation. In July, staff presented their recommendations to the Bicycle-Pedestrian Peer Discussion Group (BPPDG), for discussion and feedback, focusing particularly on the proposals that included staff-suggested adjustments which had been discussed with and mutually agreeable to the proposing agency. The BPPDG consists of bicycle planners/engineers from cities, counties, regional park implementing agencies, and MnDOT and have assisted staff in technical study reviews and provided feedback on bicycle and pedestrian policy issues since 2016. All proposals for adding regional bicycle barriers are recommended by staff for acceptance.

The purpose of this action is to: 1) accept the RBTN as updated to include the agencyproposed additions and changes recommended by staff with adjustments, and as reviewed and consented to by the BPPDG, for inclusion in the 2022 Regional Solicitation that is being released for public comment, and 2) accept the regional bicycle barriers as updated to include new barriers proposed by local agencies for inclusion in the 2022 Regional Solicitation that is being released for public comment.

RELATIONSHIP TO REGIONAL POLICY:

The RBTN was established in the 2040 Transportation Policy Plan, adopted in January 2015. The RBTN sets the region's priorities for bicycle planning and investment. Regional bicycle barriers were introduced in the 2018 TPP update, defining the region's most significant physical barriers to daily bicycle travel. Both the RBTN and regional bicycle barriers are used as selection criteria in the Regional Solicitation. Updates considered in this action will be incorporated into the TPP by early 2022.

STAFF ANALYSIS:

Met Council received 27 proposals to add or modify RBTN corridors and/or alignments from six local agencies. The proposals were assessed according to the measures recommended in the RBTN Guidelines and Measures Study (presented to TAC Planning in March 2021) and to their consistency with RBTN goals and intent. Of the 27 requested additions/changes, 18 were accepted as proposed and 9 proposals were accepted with mutually agreeable adjustments. For adjustments that included additions or extensions into adjacent cities of the proposing agencies, city staff were consulted and were in agreement. The BPPDG agreed with all but one staff recommendation which was changed to reflect the group's preferred alignment.

Local agencies were given the opportunity to propose new regional bicycle barriers and/or newly planned regional bicycle barrier crossing locations. Three proposals were received to add regional bicycle barriers from two agencies; no proposals to add planned barrier crossing locations were submitted. The proposed barrier segments (one rail corridor, one stream, and one expressway) were evaluated based on whether the definitions developed through the Regional Bicycle Barriers Study (RBBS, 2017) and updated in the RBBS Technical Addendum (2019), were met. Based on staff reviews, all of the proposed regional bicycle barriers met those criteria.

COMMITTEE COMMENTS AND ACTION:

A comment received at the TAC Planning meeting of August 12, 2021, indicated the Crow River was missing as a new stream bicycle barrier. This is noted as an oversight and that the portion of the river running through Carver County has been added to the regional barriers map. Since that meeting, staff discovered there were two additional inadvertent omissions within Carver County: 1) the Twin Cities & Western and Prairie Line rail corridor, and 2) a missing segment of U.S. 212. These barriers also met the definitions for regional bicycle barriers and have been added to the regional bike barriers map (as shown in updated slides #3 and #4 of the TAC Planning presentation. The TAC Planning committee unanimously approved the motion.

ТО	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & recommend	08/19/2021
Technical Advisory Committee	Review & recommend	09/01/2021
Transportation Advisory Board	Review & release for	
	public comment	
Transportation Advisory Board	Review & adopt	
Transportation Committee	Review & recommend	
Metropolitan Council	Concurrence	

ACTION TRANSMITTAL 2021-25

- **DATE:** August 25, 2021
- TAC TAC

PREPARED BY:David Burns, Planning Analyst, david.burns@metc.state.mn.usSteve Peterson, Manager of Highway Planning and TAB/TAC
Process, steven.peterson@metc.state.mn.usSUBJECT:MnDOT-Led Systemwide Review and Update of the Roadway
Functional Class SystemREQUESTED
ACTION:Approval of the recommendations put forth by the MnDOT-led
review of the region's functional classification system.

RECOMMENDED That TAC recommend that the Metropolitan Council:

- MOTION:
- Administratively modify the 2040 Transportation Policy Plan to: A. Include MnDOT's recommended systemwide changes to
 - the Minor Arterial system; B. Upgrade Dakota County State Aid Highway (CSAH 23) from an A-Minor Arterial Expander to a Principal Arterial
 - from an A-Minor Arterial Expander to a Principal Arterial from CSAH 42 to CSAH 70.
 - C. Upgrade Dakota County CSAH 70 from an A-Minor Arterial Expander to a Principal Arterial from CSAH 23 to Interstate 35.
- 2. Recommend that the MnDOT Commissioner submit all of the changes from the functional classification study to the Federal Highway Administration for approval.

BACKGROUND AND PURPOSE OF ACTION:

Systemwide Changes

Over the course of 2019 through 2021, MnDOT led a process to comprehensively review the functional classification of all roadways within the seven-county metro area. This metro-wide process followed a similar review of Greater Minnesota roads. The systematic statewide review was requested by the Federal Highway Administration (FHWA) and is expected to be completed approximately once per decade.

The functional classification of a roadway reflects the role the road plays in the movement of people and goods within a region. All roads serve two purposes; mobility and access, and all roads perform these two functions to varying degrees. Functional classification is the system which identifies the primary purpose of a road and how it interacts within the overall network. An Interstate Highway like I-35, for example, has limited access, provides a high degree of mobility, and carries many people for long distances. A local road, on the other hand, provides direct access to homes and businesses, is lower speed, and has much less traffic. Accurately classifying a roadway

system is essential for defining the role of the roadway in the overall transportation network. Functional classification also helps determine which roads are eligible to receive federal funding.

The functional classification system categorizes roads into four primary types: Principal Arterials (PAs), Minor Arterials, Collectors, and Local streets. The Metropolitan Council has further divided the Minor Arterials into A-Minor Arterials and Other Arterials.

Changes to the Minor Arterial and Collector system are approved by the Technical Advisory Committee (TAC). Changes to the Principal Arterial system require approval of the Metropolitan Council and must be reflected in the Transportation Policy Plan.

The MnDOT review and update process included staff from MnDOT, the Council, FHWA, counties, cities, and townships within the metro area. It consisted of a series of meetings with all seven counties as well as individual cities to ensure that all proposed changes were acceptable. A Steering Committee with local representatives helped guide the update process. Finally, an appeals process was set-up to resolve any outstanding issues, but this was not used by any local agencies (i.e., any differences of opinion were worked out along the way).

Highlights of the recommended changes includes the following with details in Table 1 and the attached figures:

- 1. Minimal changes to the principal arterial network except for two Dakota County segments (one corridor).
- 2. Minimal changes to the A-Minor Arterial system.
- 3. Reductions of many Other Arterials (formerly B-Minors) to either Major or Minor Collectors.
- 4. Identification of the Minor Collector system as many cities had not designated this functional classification of roadway.

Functional Classification	Existing Miles	Proposed Miles	% Change
Principal Arterial (PA)-Interstate	229	229	0%
PA-Other Freeway/Expressway	164	164	0%
PA-Other	294	304	4%
Minor Arterial	2,438	2,300	-6%
A-Minor (all categories)	1,946	1,929	-1%
B-Minor/Other	491	371	-24%

Table 1: Proposed Functional Classification Change Summary

Major Collector	1,561	1,620	4%
Minor Collector	820	1,361	66%
Local	11,554	11,105	-4%

Two Principal Arterial Changes

Upgrading an existing roadway to a PA is a rare occurrence. Additions to the PA network require a review that must ultimately be approved by the full Metropolitan Council before submittal to MnDOT and FHWA. Any approved changes will be administratively modified into the region's Transportation Policy Plan as part of this action. In 2019, Dakota County submitted a principal arterial change request to the Metropolitan Council for the two segments detailed below. These routes were submitted based on the results of the 2018 Dakota County Principal Arterial Study.

- 1. Upgrade Dakota County CSAH 23 (Cedar Avenue) from an A-Minor Arterial Expander to a Principal Arterial from CSAH 42 to CSAH 70 (see segment 1362 on Figure 1). This roadway extends the existing PA further south to Lakeville. It is a 4-lane divided facility with access control (see Figures 1, 2, and 3).
- Upgrade Dakota County CSAH 70 from an A-Minor Arterial Expander to a Principal Arterial from CSAH 23 to Interstate 35 (see segment 1363). This roadway connects Cedar Avenue back to another PA (I-35). An upgrade of CSAH 70 was completed in 2021 that improved it to a four-lane divided facility with access control. This segment is a Tier 1 Regional Truck Corridor (see Figures 1, 2, and 4).

Dakota County has been in the process of constructing this corridor to the Met Council's standards for Principal Arterials and has recently completed these upgrades. This corridor has been built to function as a Principal Arterial and no longer meets the qualities of a Minor Arterial. The Federal Highway Administration imposed a moratorium on functional class changes, including this principal arterial request, until the conclusion of MnDOT's systemwide functional classification review.

Subsequently, as part of MnDOT's review, it was determined that these two Dakota County segments met the FHWA qualifications to be reclassified as Principal Arterials Dakota County has also obtained local resolutions of support, as required by Council processes, from all impacted jurisdictions, in this case, the City of Apple Valley and City of Lakeville. Letters of support ensure that local jurisdictions are aware of any potential Principal Arterial designation impacts (e.g., limited direct access to the roadway from private and public streets).

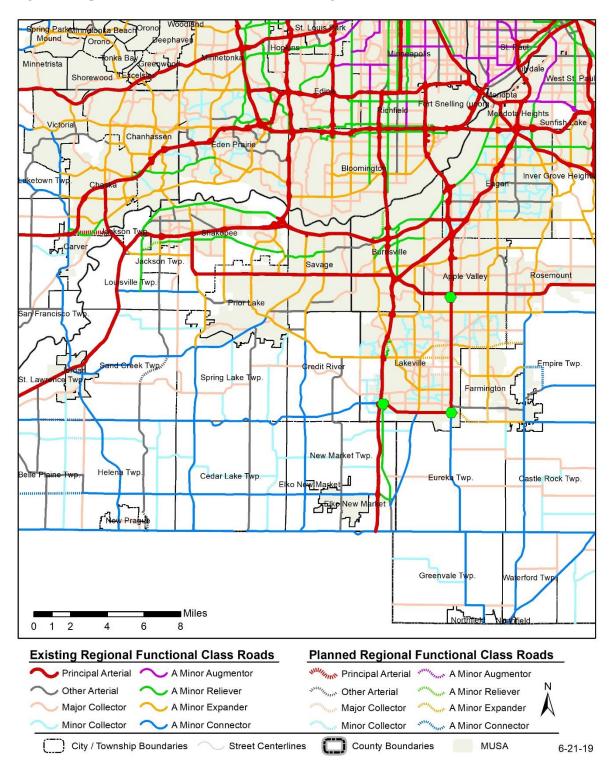


Figure 1: Requested New Functional Classifications (Segments 1362-1363)

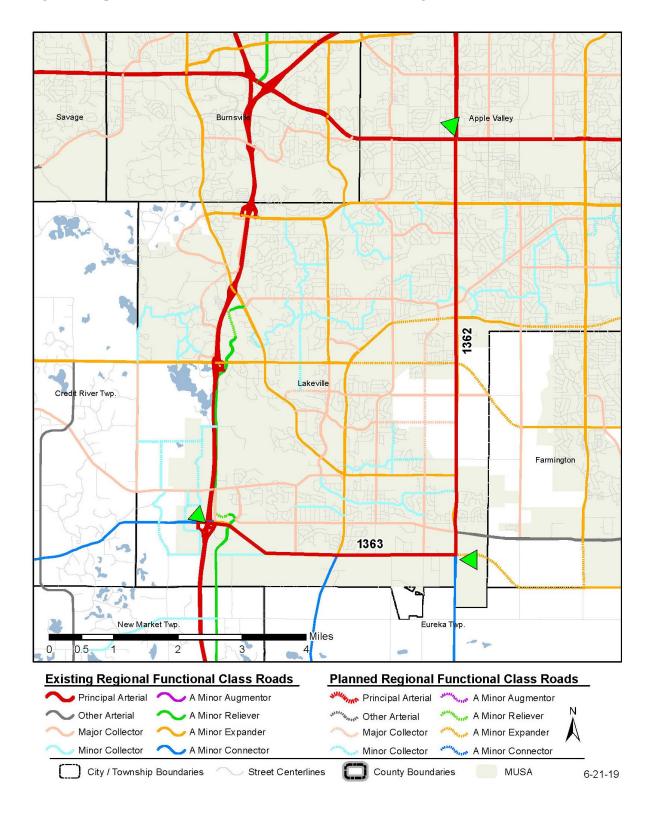


Figure 2: Requested New Functional Classifications, Closer View (Segments 1362-1363)

Figure 3: Southbound CSAH 23 (Cedar Avenue) at CSAH 46 (160th Street West)



Source: Google Street View

Figure 4: Westbound CSAH 70 (Juniper Way) at I-35



Source: Google Street View

Recommendation to MnDOT Commissioner

The final part of this action is for the Metropolitan Council, as the region's Metropolitan Planning Organization (MPO), to recommend that the MnDOT Commissioner submit the systemwide changes to Federal Highway Administration for their final approval. MPOs play a vital role in functional classification within their planning area. The process involved the MPO and its members in a cooperative effort to examine functional classification.

STAFF ANALYSIS: The change process was comprehensive and significant outreach was performed to ensure that regional staff agreed with the proposed changes. The resulting proposed system changes more closely aligns with the most recent FHWA guidance and more accurately reflects the roadway characteristics described in Appendix D of the Transportation Policy Plan. MnDOT and the Metropolitan Council are both supportive of the recommended Principal Arterial changes. Additionally, TAC will subclassify roadways within the A-Minor designation with their expected action on 9/1/21 and these designations will also be included as part of the TPP administrative modification.

COMMITTEE COMMENTS AND ACTION: At its August 12, 2021 meeting, members of the TAC Planning Committee provided some recommendations for the regional review of

the functional classification system in the future. The Committee suggested that there was a need for improved coordination between metro counties that are adjacent to Greater Minnesota counties, as these areas include multiple MnDOT districts. The Committee also recommended that principal arterials be evaluated at a regional scale and that a clear process for their evaluation be developed. The Committee expressed some concern regarding cities and townships that did not respond and provide feedback to proposed changes within their jurisdictional limits, although it was noted that there was ample opportunity for feedback. Lastly, the Committee recommended that the individual counties take the lead in coordinating with cities and townships in the future. The TAC Planning Committee recommended approval of the systemwide functional classification changes, with two members voting nay.

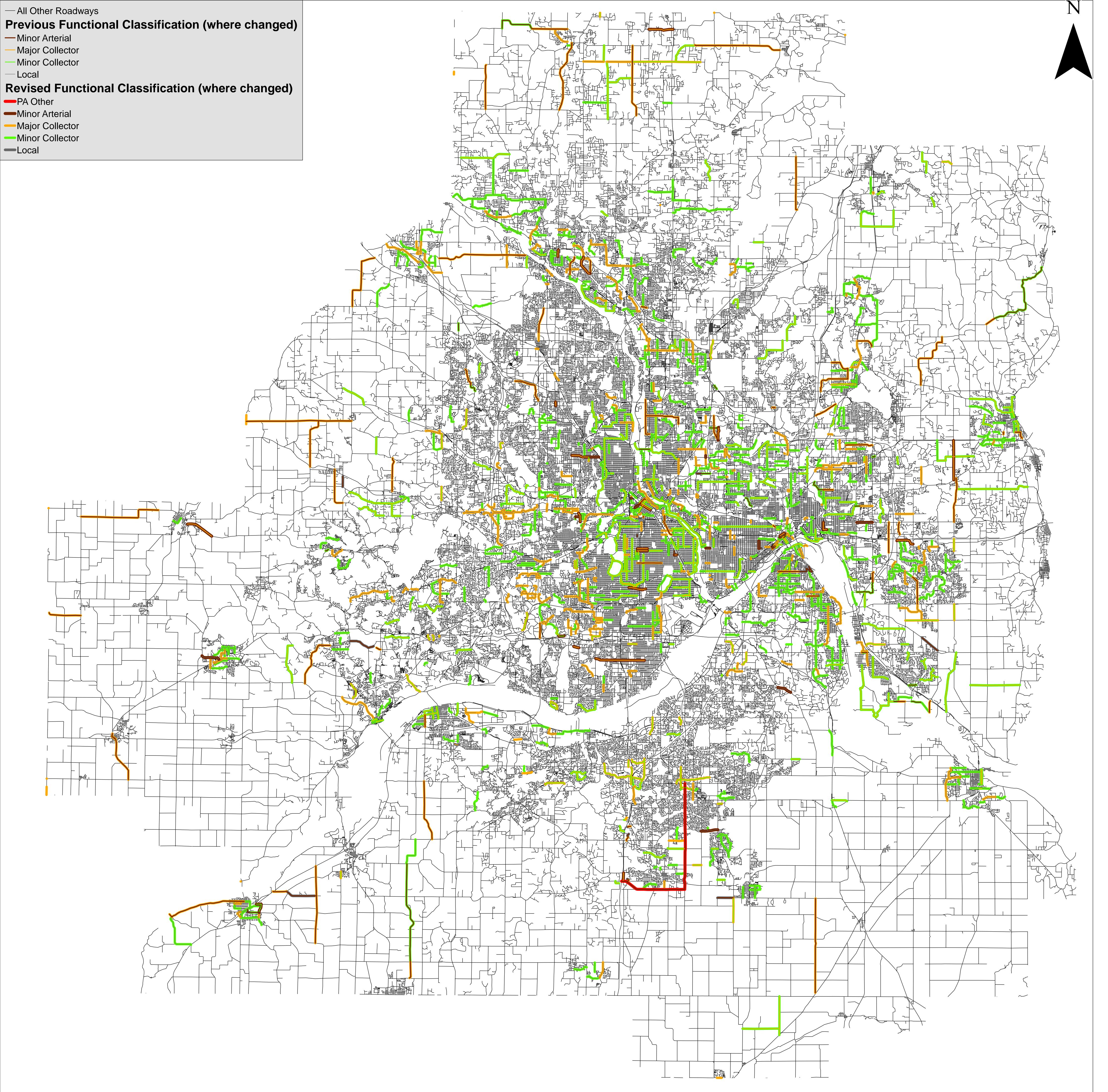
то	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
TAC Planning Committee	Review & Recommend	8/12/21
Technical Advisory Committee	Review & Recommend	9/1/21
Transportation Advisory Board	Review & Recommend	9/15/21
Metropolitan Council	Review & Recommend	9/27/21
Transportation Committee		
Metropolitan Council	Review & Adopt	10/13/21

— All Other Roadways

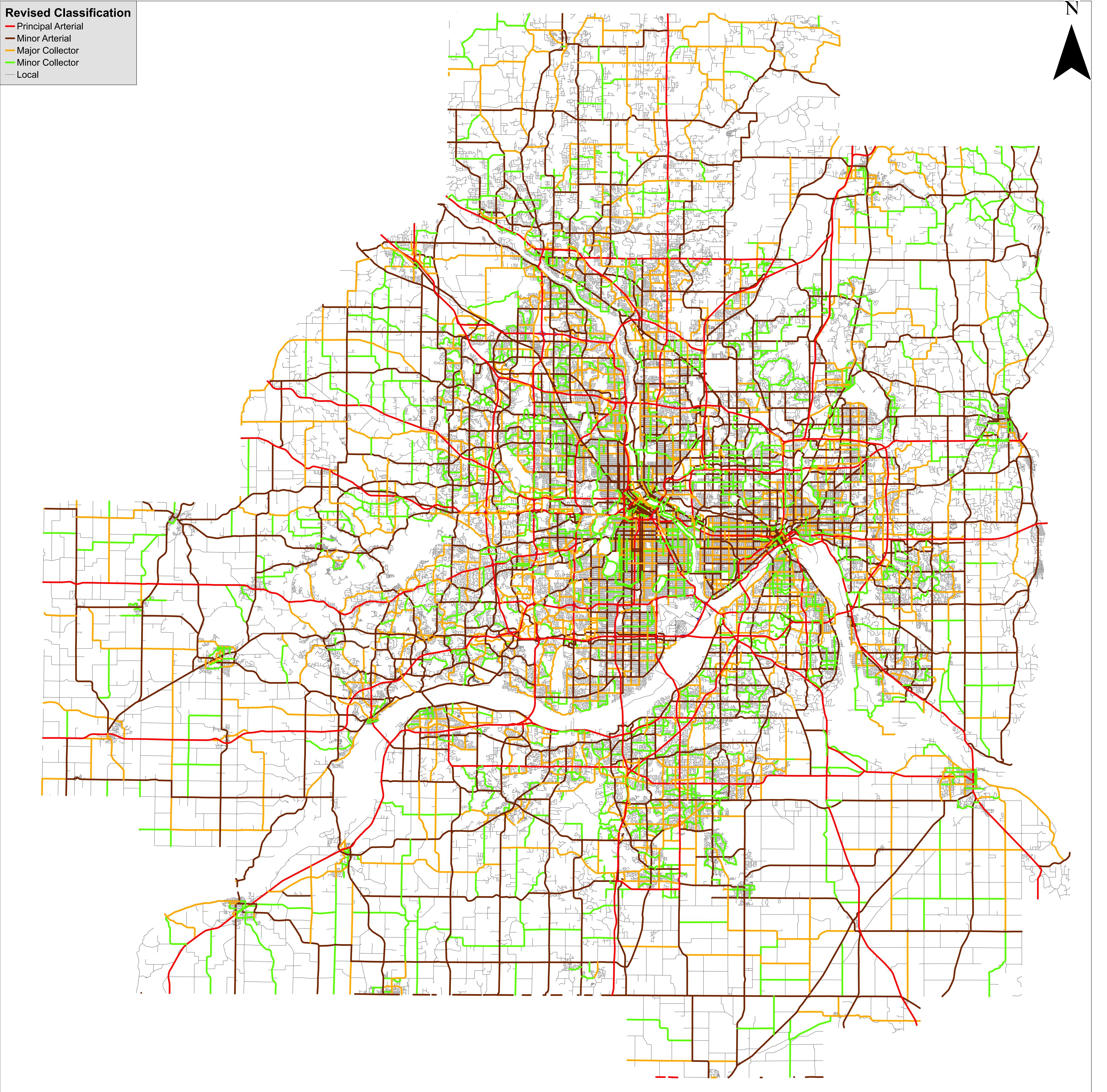
- -Minor Arterial
- Major Collector
- -Minor Collector
- -Local

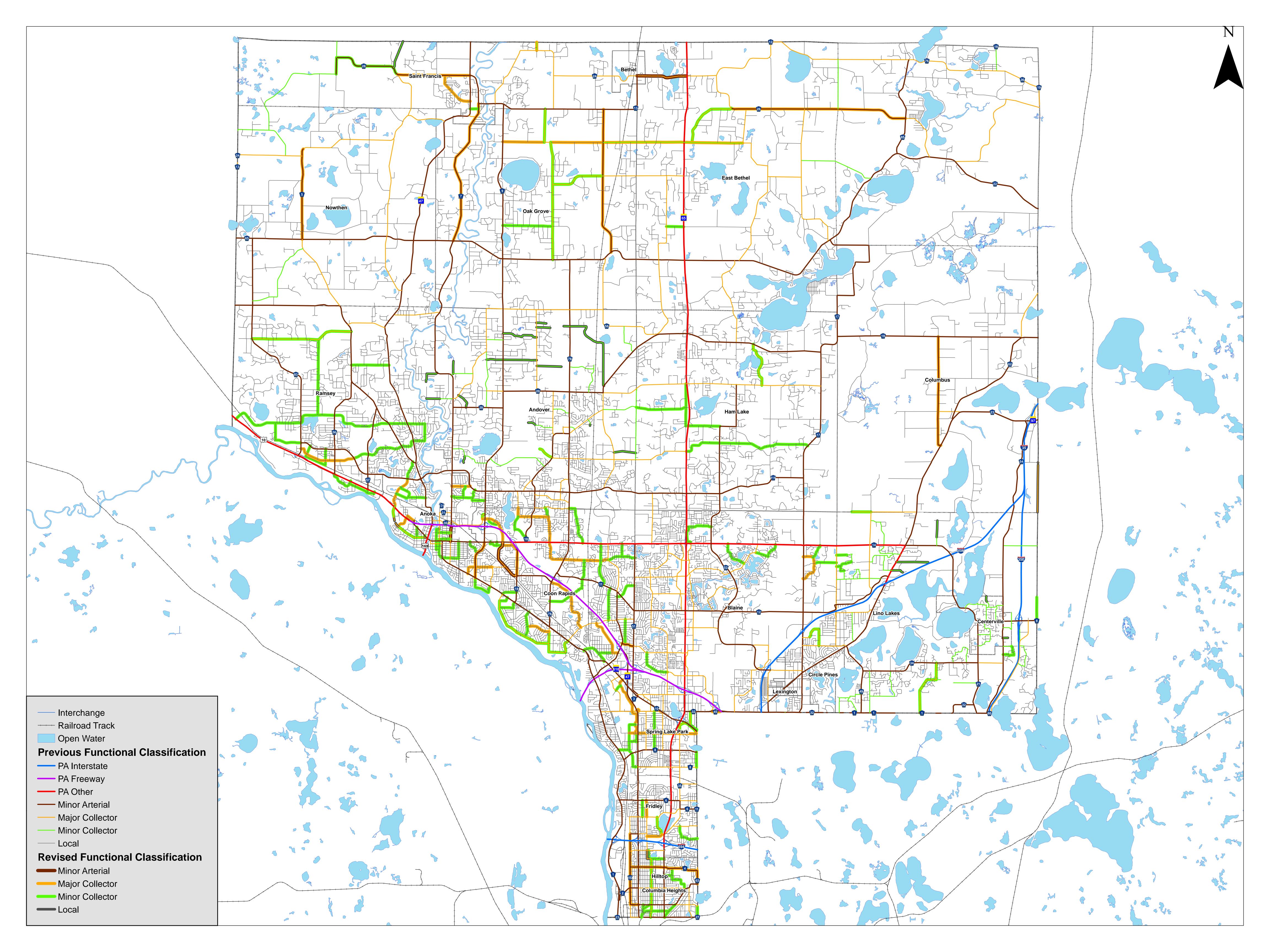
Revised Functional Classification (where changed)

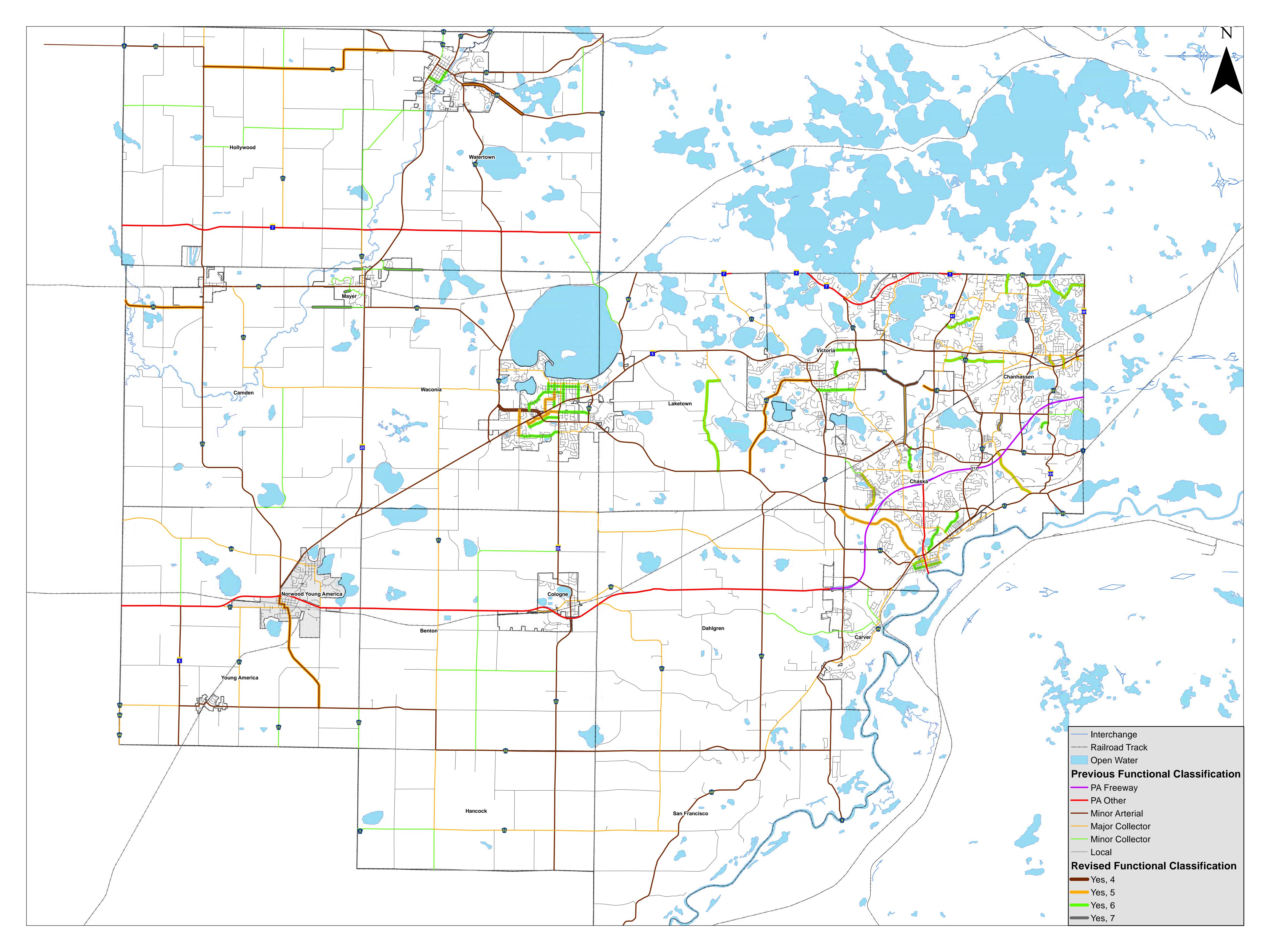
- PA Other
- Minor Arterial
- Major Collector
- -Minor Collector
- -Local



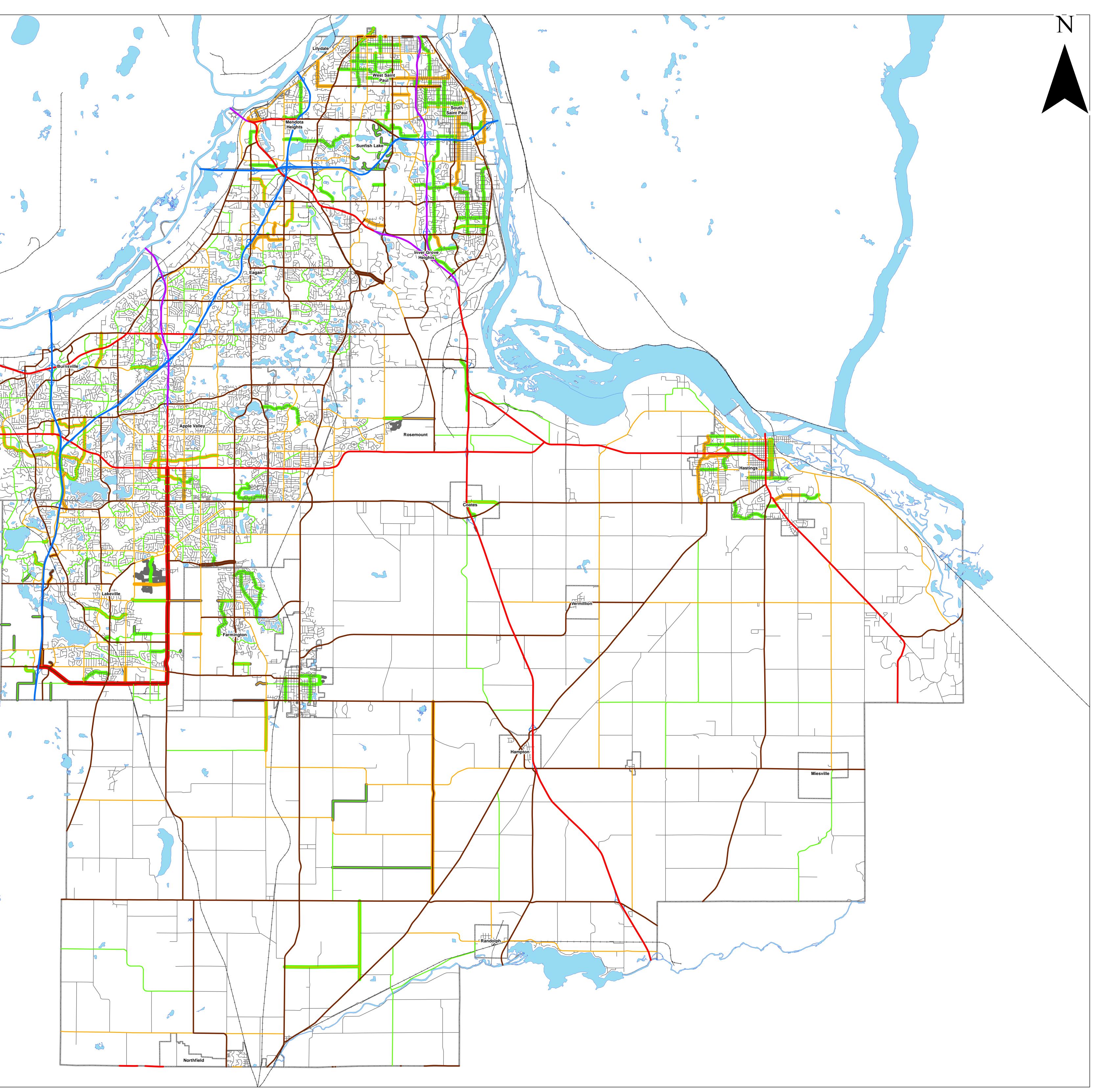
- -Local

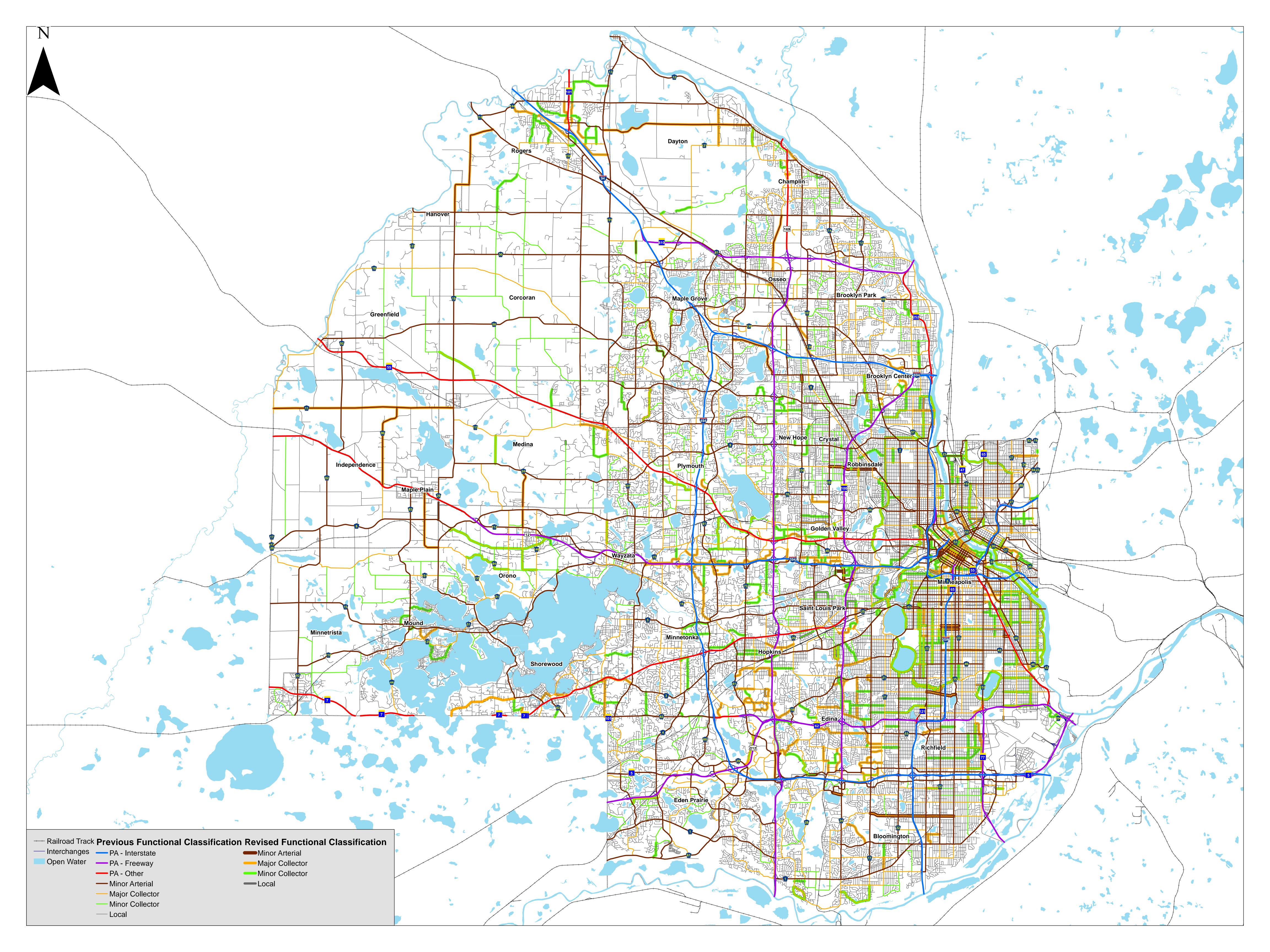


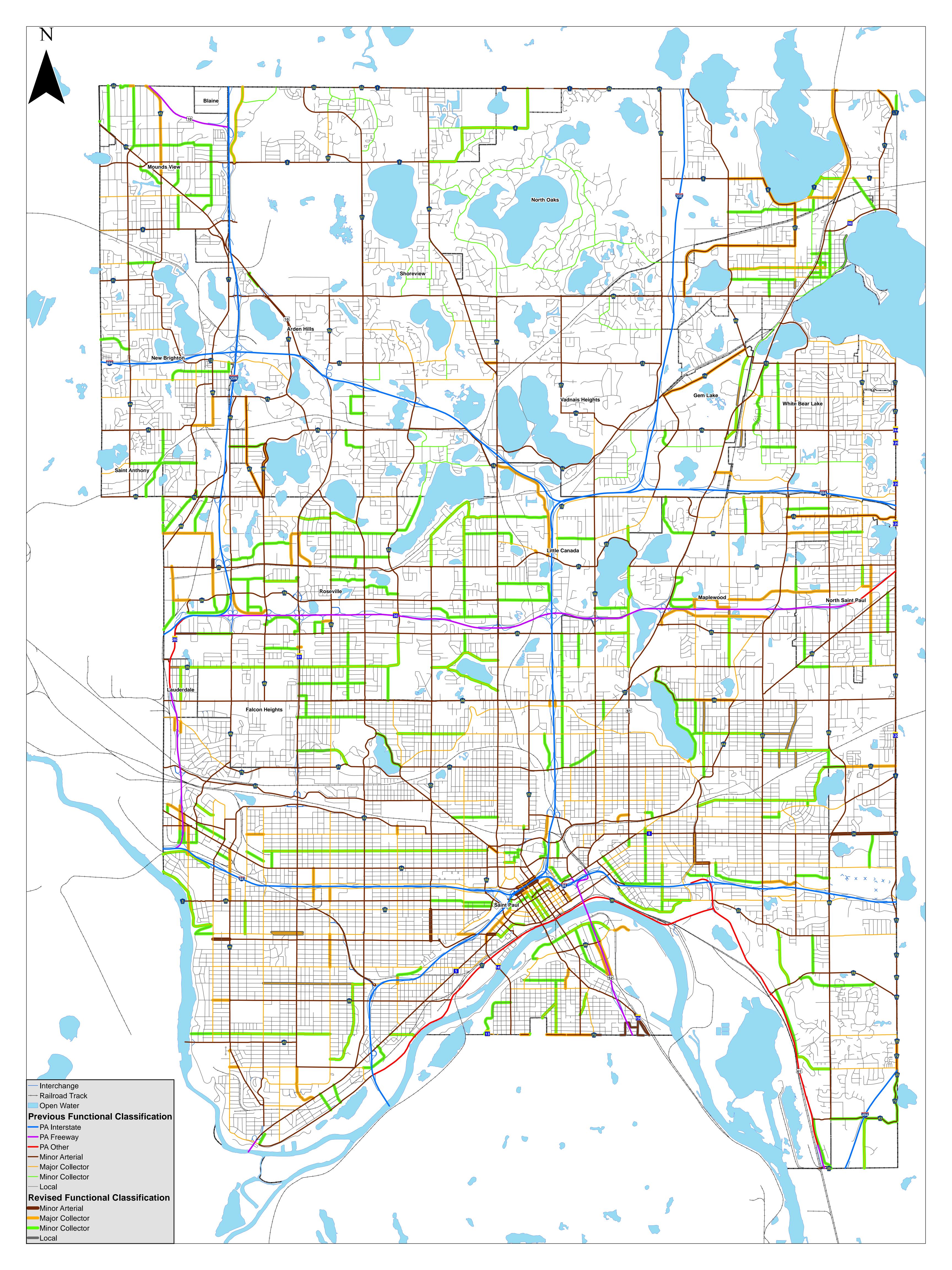


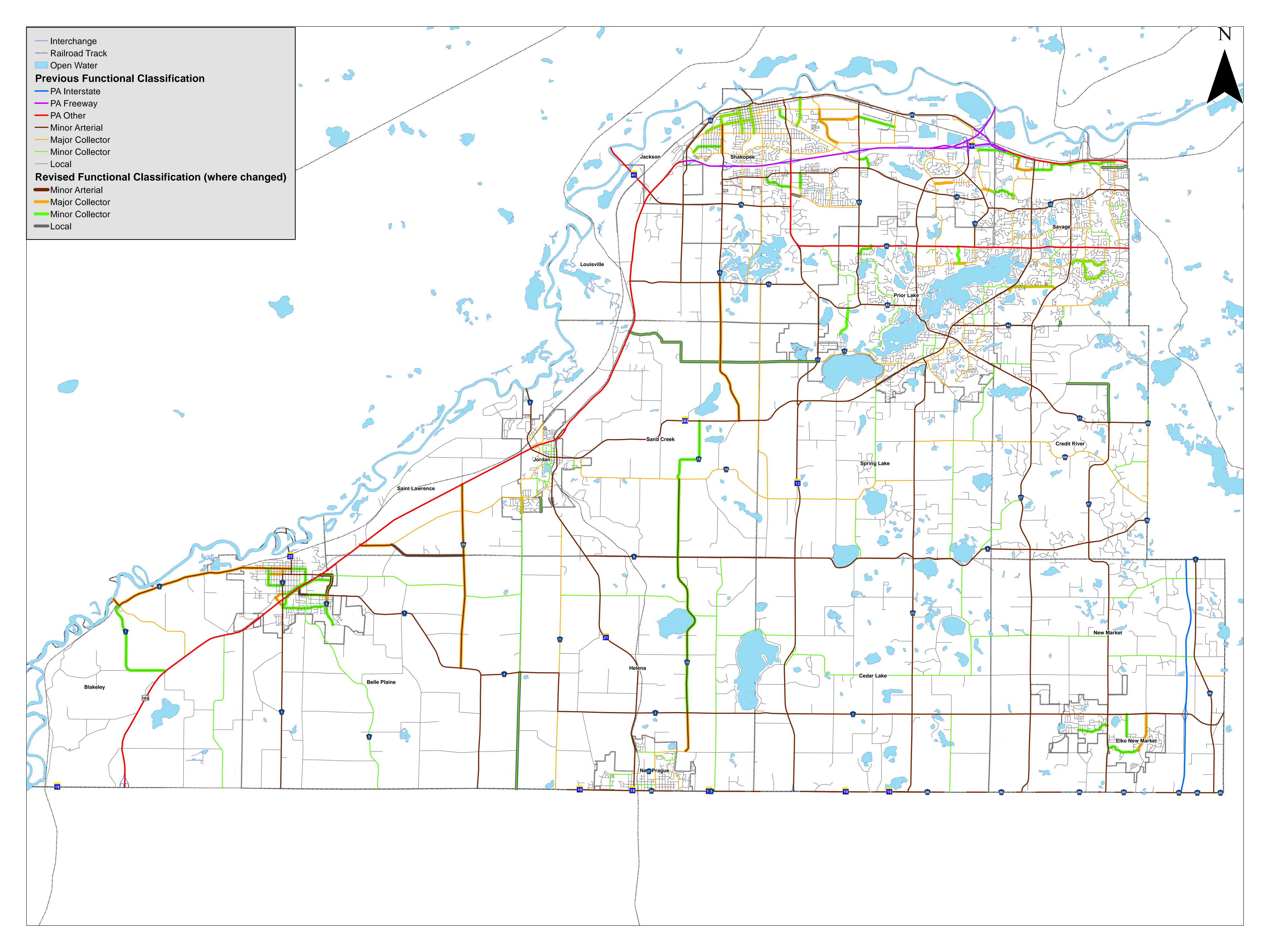


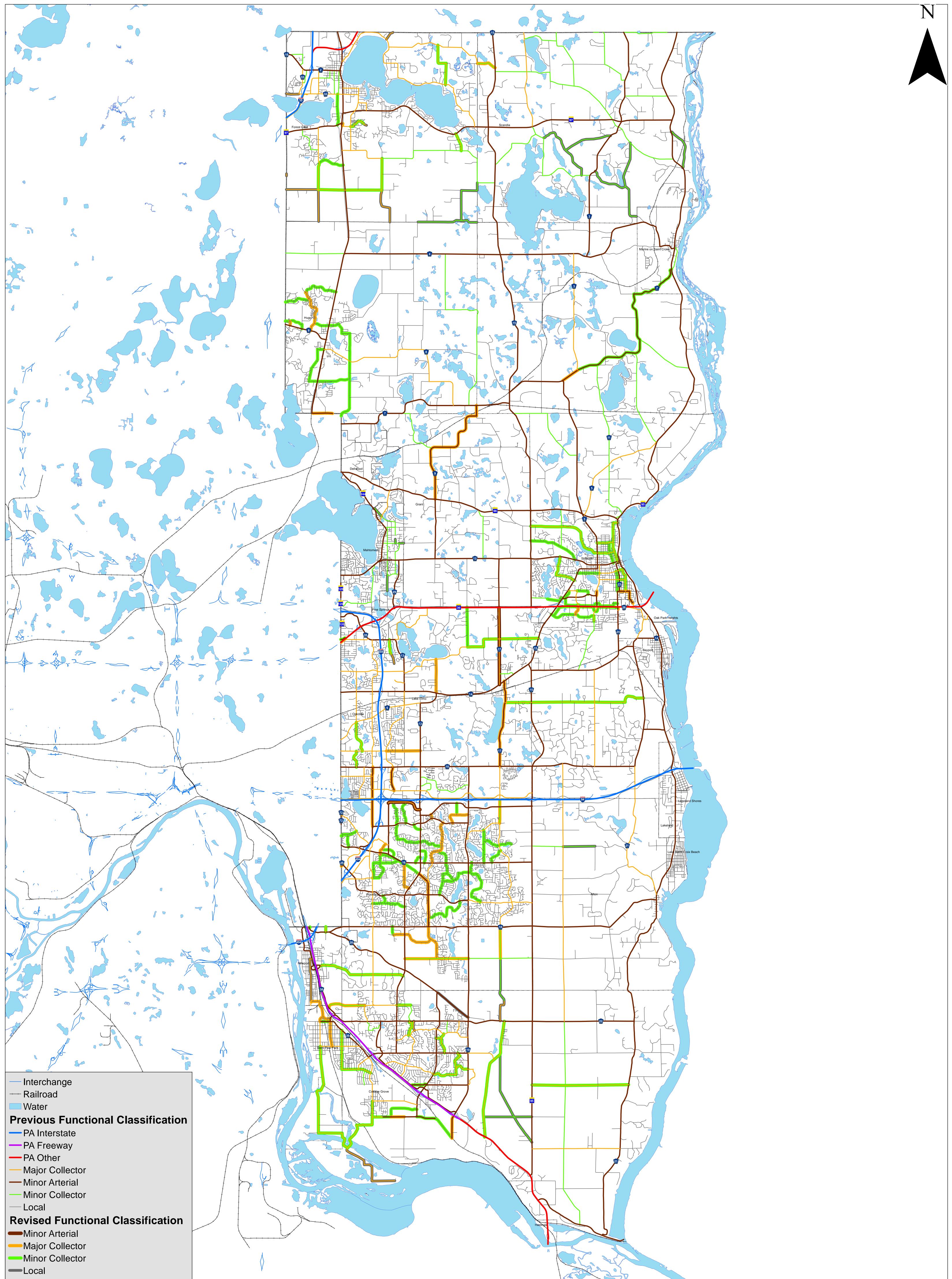
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 Interchange Railroad 	
Water Previous Functional Classification	
-PA Interstate	
 PA Freeway PA Other 	
 Minor Arterial Major Collector 	
—Minor Collector —Local	
Revised Functional Classification PA Other	
Minor Arterial	
 Major Collector Minor Collector 	
Local	

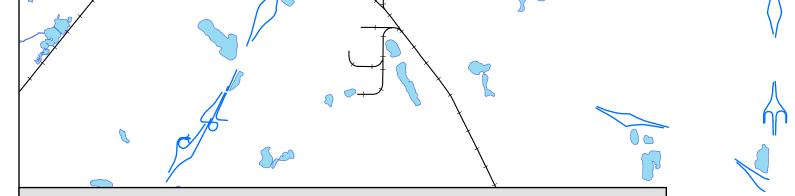












ACTION TRANSMITTAL 2021-26

DATE:	August 25, 2021
то:	TAC
PREPARED BY:	David Burns, Planning Analyst, <u>david.burns@metc.state.mn.us</u>
	Steve Peterson, Manager of Highway Planning, steven.peterson@metc.state.mn.us
SUBJECT:	Additions to the A-Minor Arterial Network
REQUESTED ACTION:	Recommend adoption of the additions to the A-Minor Arterial Network
RECOMMENDED MOTION:	That the Technical Advisory Committee adopt the subclassifications to the A-Minor Arterial Network

BACKGROUND AND PURPOSE OF ACTION: MnDOT, in coordination with the Council, FHWA, and local cities and counties, recently completed a comprehensive update to the functional classification system within the Council's planning area. These changes were recommended as part of Action Transmittal 2021-25. However, because the A-Minor subclassifications are unique to the Council and are not part of the official FHWA functional classification system, the Council is responsible for designating the subclasses of A-Minors. The Council has delegated decision-making authority for Minor Arterial changes to the Technical Advisory Committee (TAC). This action will designate newly added A-Minor Arterials (from Action Transmittal 2021-25) as one of the following four A-Minor subclassifications:

- 1. A-Minor Relievers: these roadways run parallel to and supplement capacity for congested principal arterials
- 2. A-Minor Augmentors: roadways that supplement that principal arterial system in densely developed areas
- 3. A-Minor Expanders: roadways that supplement the principal arterials system in less densely developed areas
- 4. A-Minor Connectors: these roadways provide safe, direct connections between rural centers and to principal arterials in rural areas

Overall there was a total net reclassification change that resulted in an overall decrease of 17 miles of the A-Minor system, representing a 1% decrease in the number of the A-Minor Arterials. (Note that this is the net change; there were both additions and subtractions from the A-Minor system.) The project team identified several changes to the Other Arterial (B-Minor) system, many of which were reclassified down to Collectors. Table 1 outlines the changes to the Minor Arterial system, including to each of the four A-Minor subclassifications.

Table 1: Proposed Changes to the A-Minor System

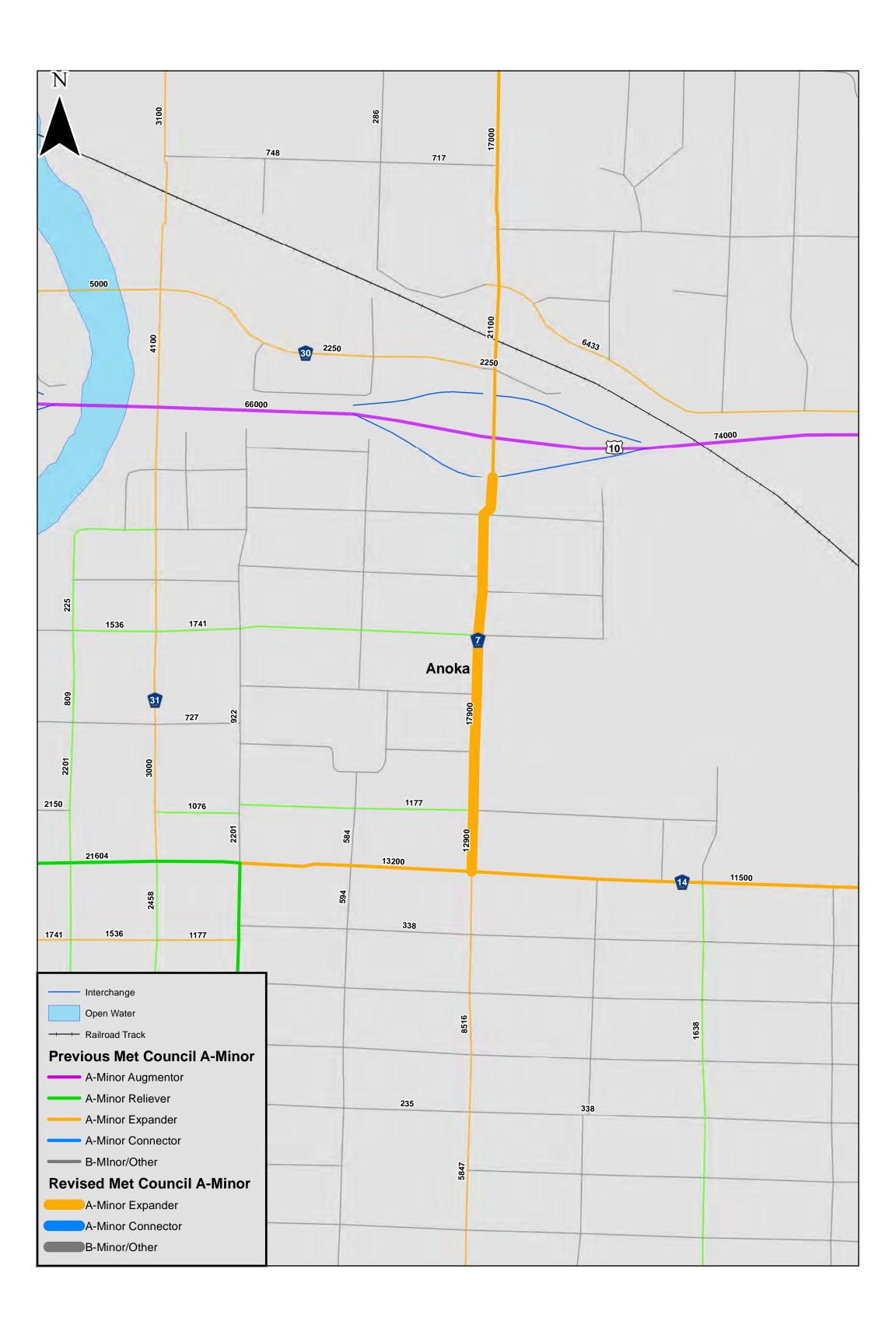
Existing Functional Class		Proposed Functional Class			Change	
Minor Arterial	2,437	100%	Minor Arterial	2,300	100%	-6%
A-Minor All (%			A-Minor (% of			
of Minor Arterial	1,946	80%	Minor Arterial	1,929	84%	1%
system)			system)			
Augmentor	195		Augmentor	202		4%
Reliever	431		Reliever	434		1%
Expander	720		Expander	719		-0%
Connector	599		Connector	574		-4%
B-Minor (% of			B-Minor (% of			
Minor Arterial	491	20%	Minor Arterial	371	16%	-24%
system)			system)			

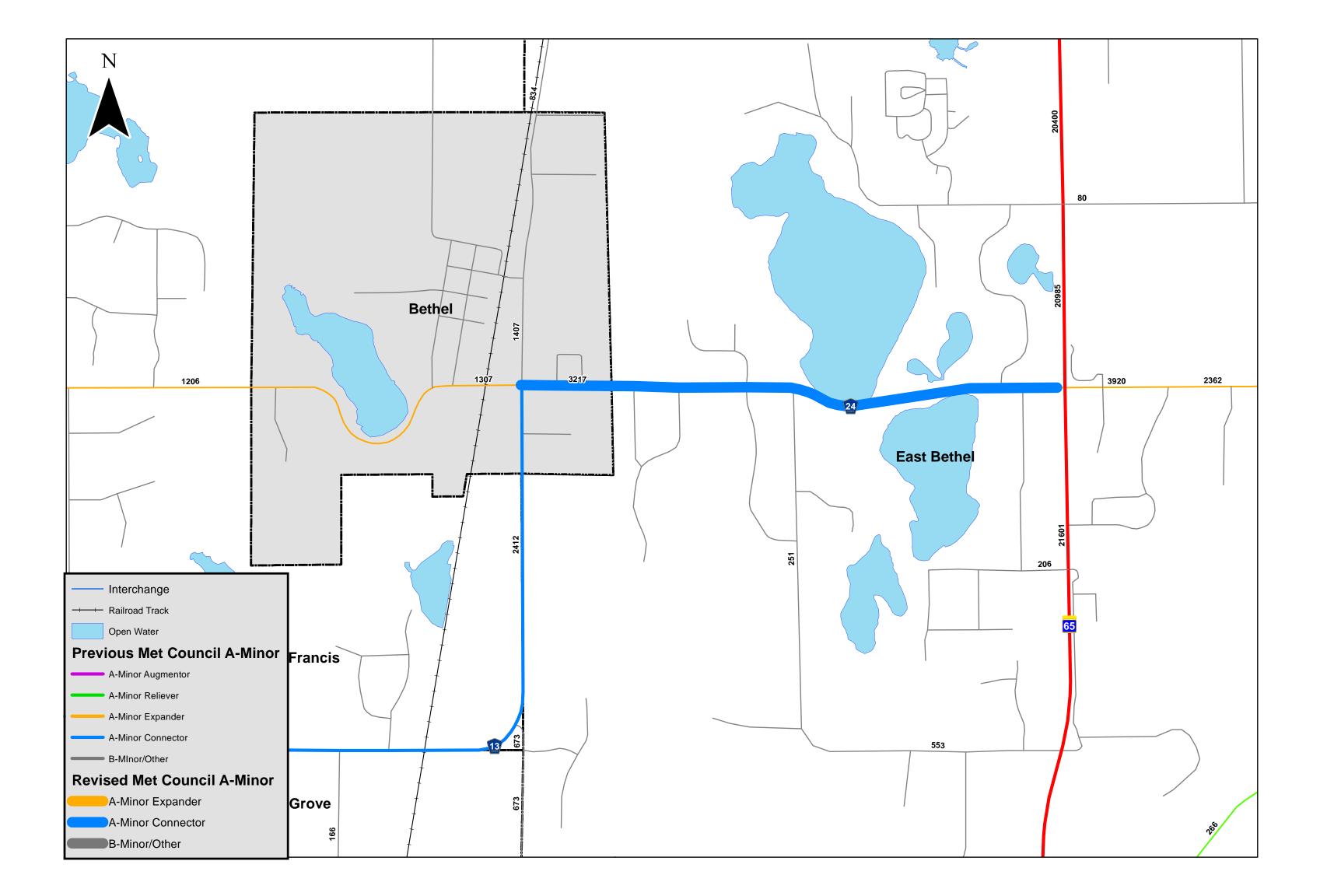
Maps depicting the changes to the A-Minor network are included in Attachment 1. Council staff worked with MnDOT staff in assigning the subclassifications (Relievers, Augmentors, Expanders, or Connectors), based on land use and roadway classification in the immediate area.

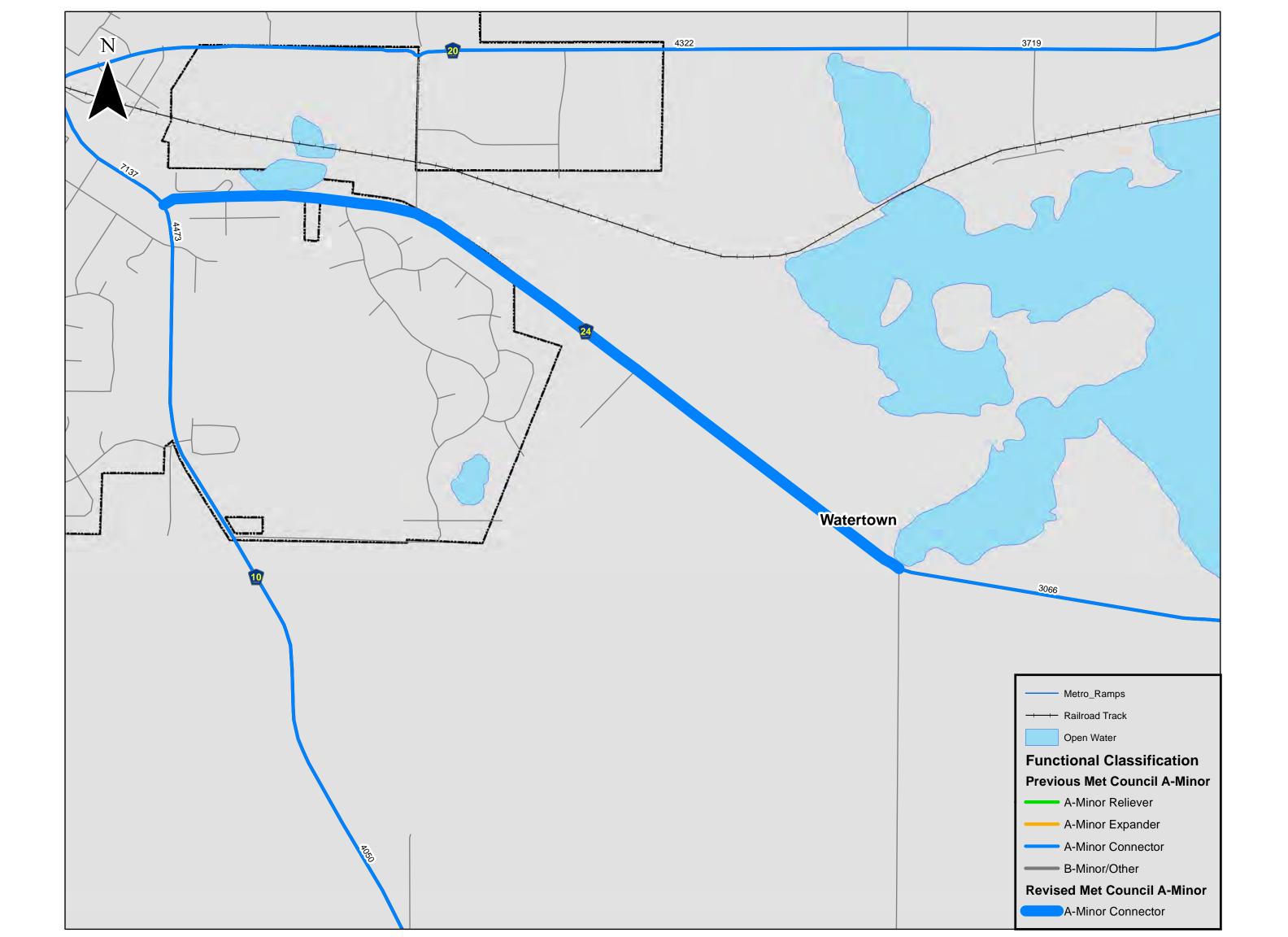
STAFF ANALYSIS: The proposed changes to the A-Minor system more closely reflect the characteristics of the roadways. All changes were identified and agreed upon by technical staff from throughout the region.

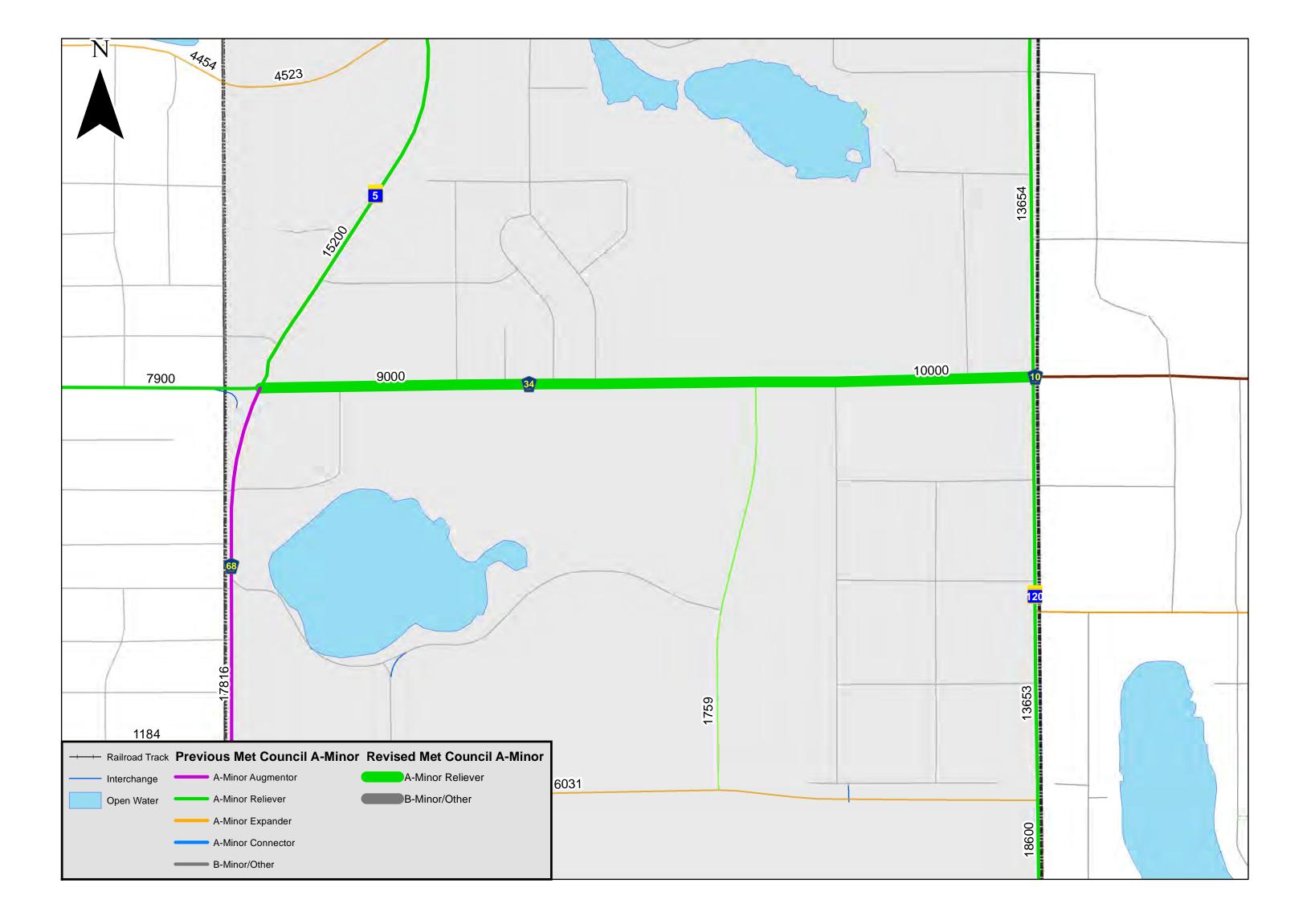
COMMITTEE COMMENTS AND ACTION: During its August 12, 2021 meeting, the TAC Planning Committee unanimously recommended approval to adopt the subclassifications to the A-Minor network.

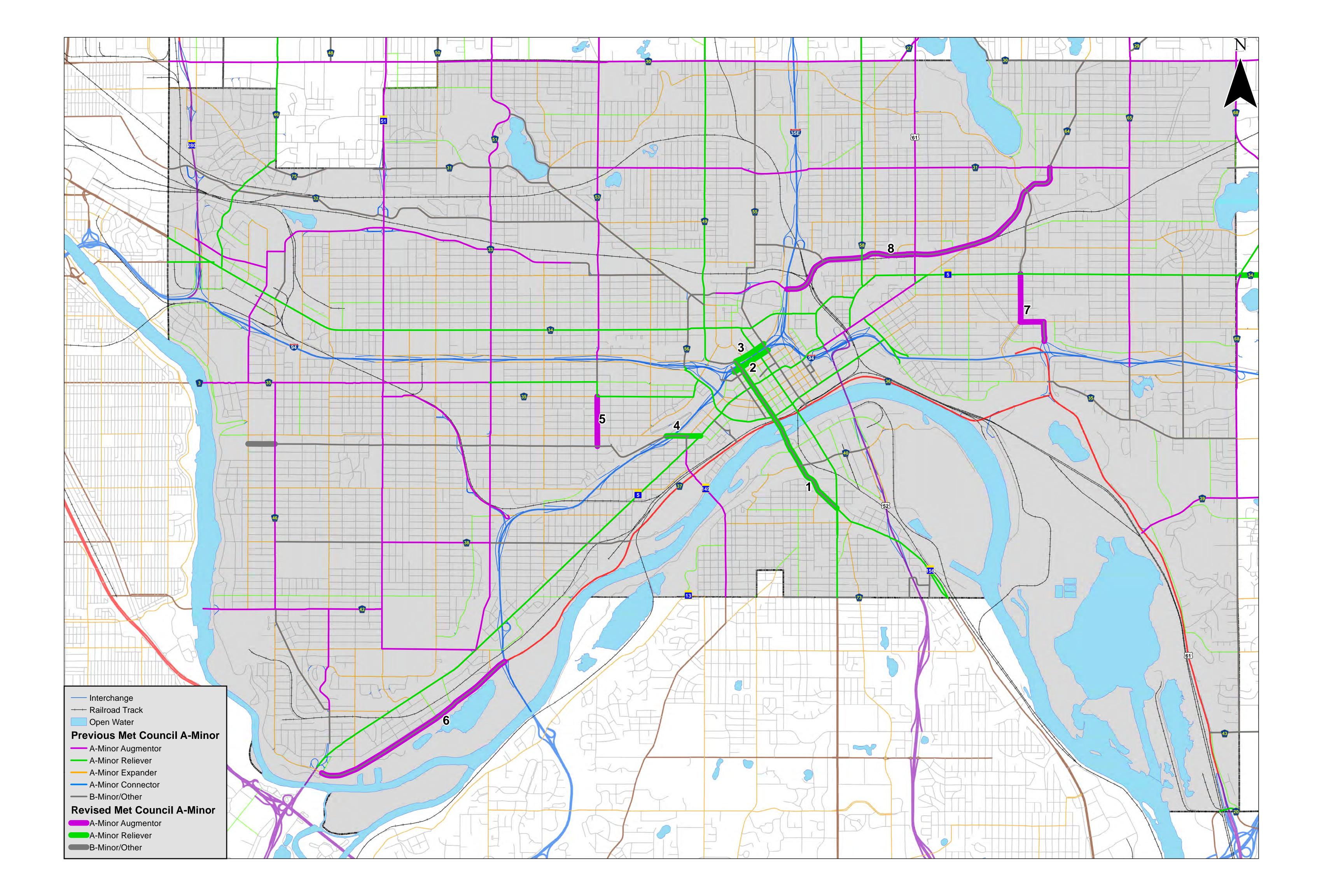
ТО	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
TAC Planning Committee	Review & Recommend	8/12/21
Technical Advisory Committee	Review & Adopt	9/1/21

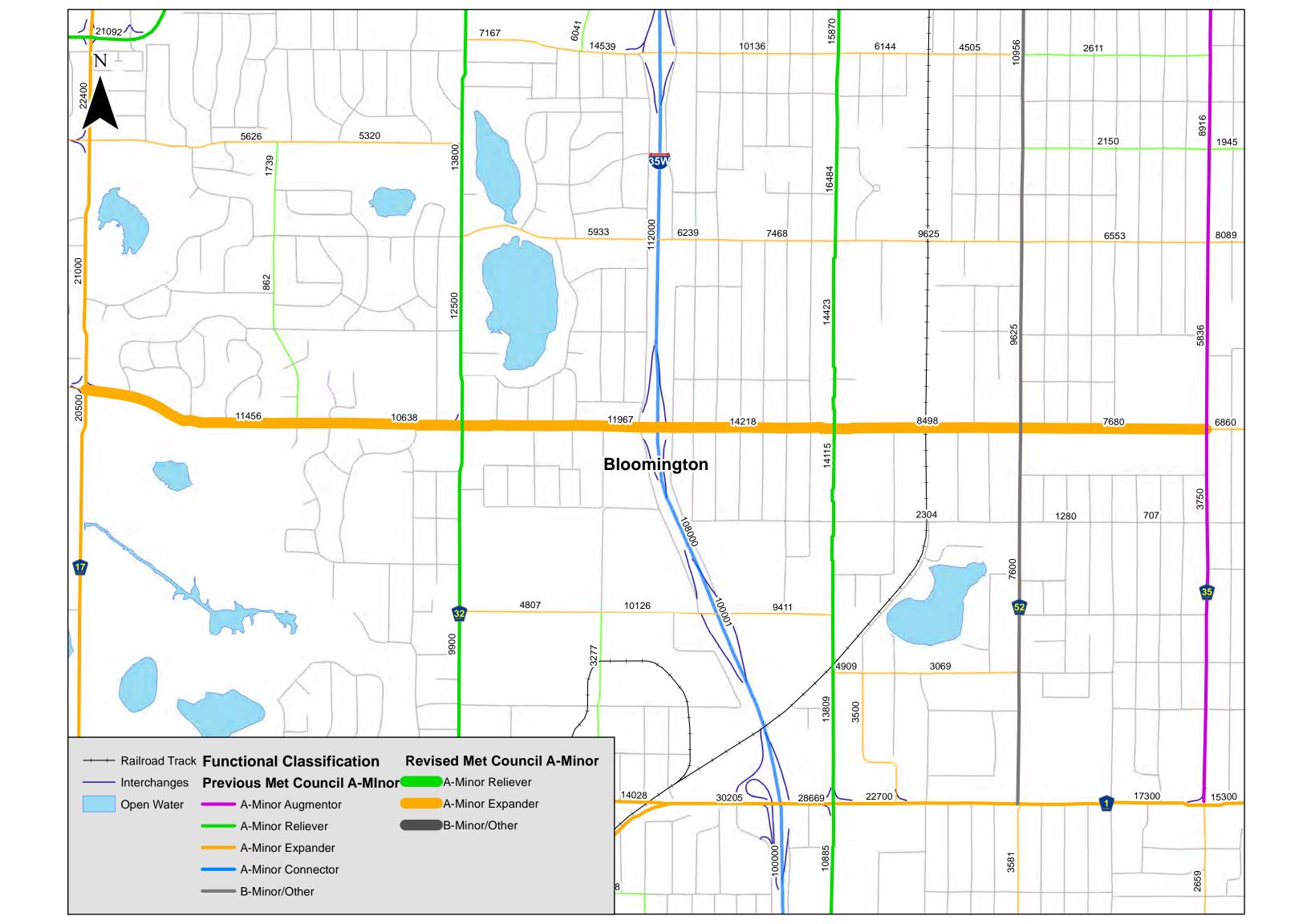


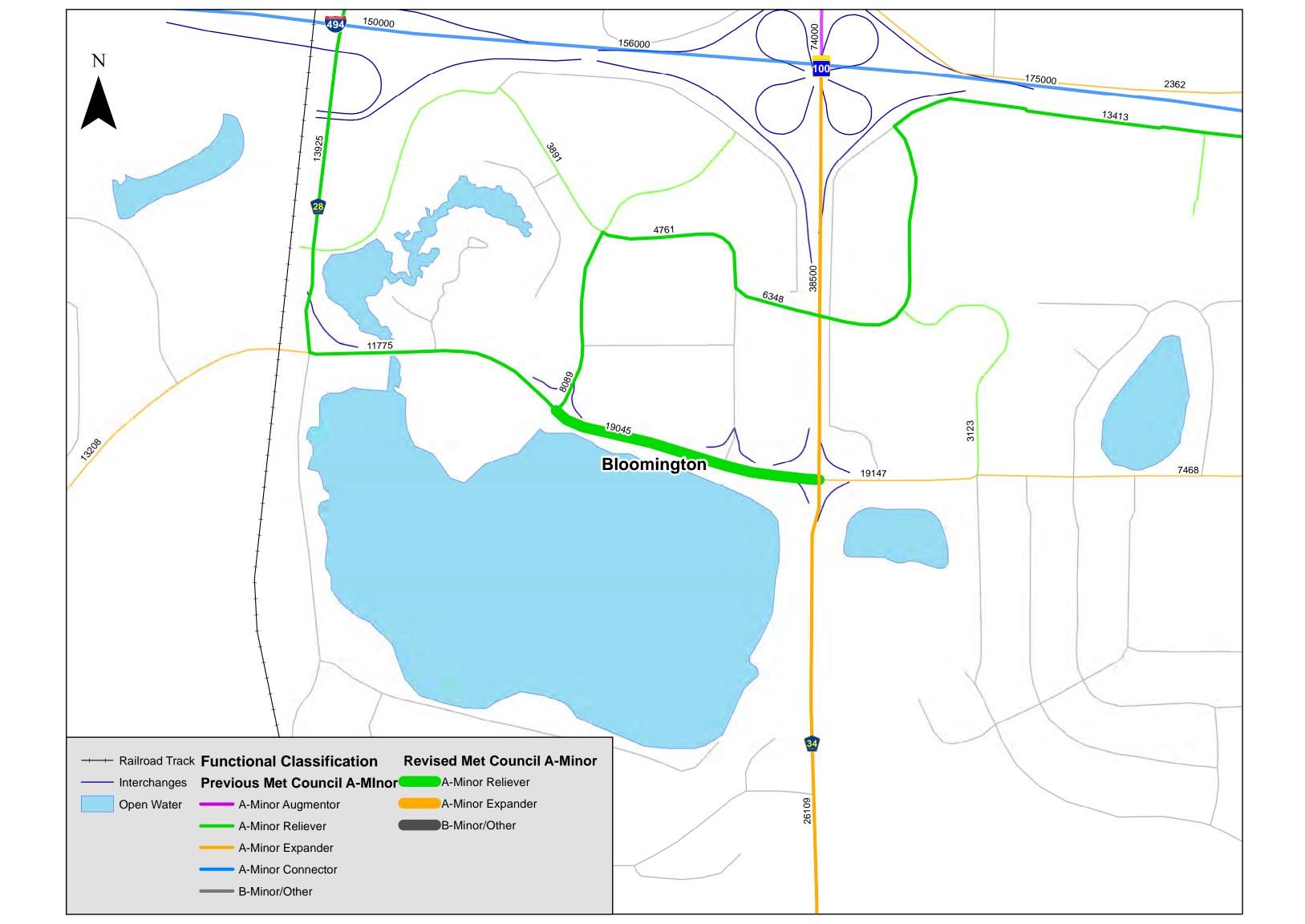


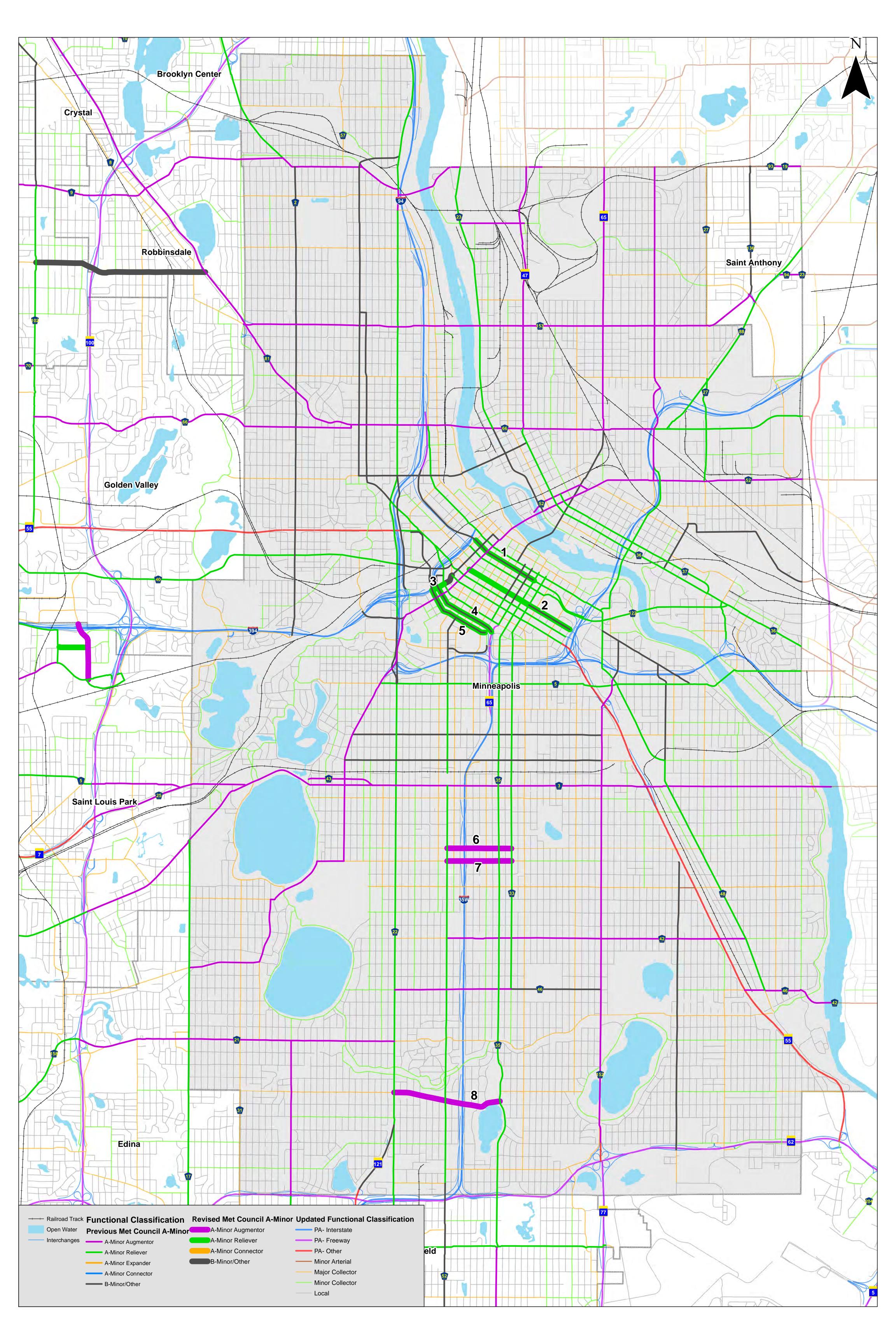


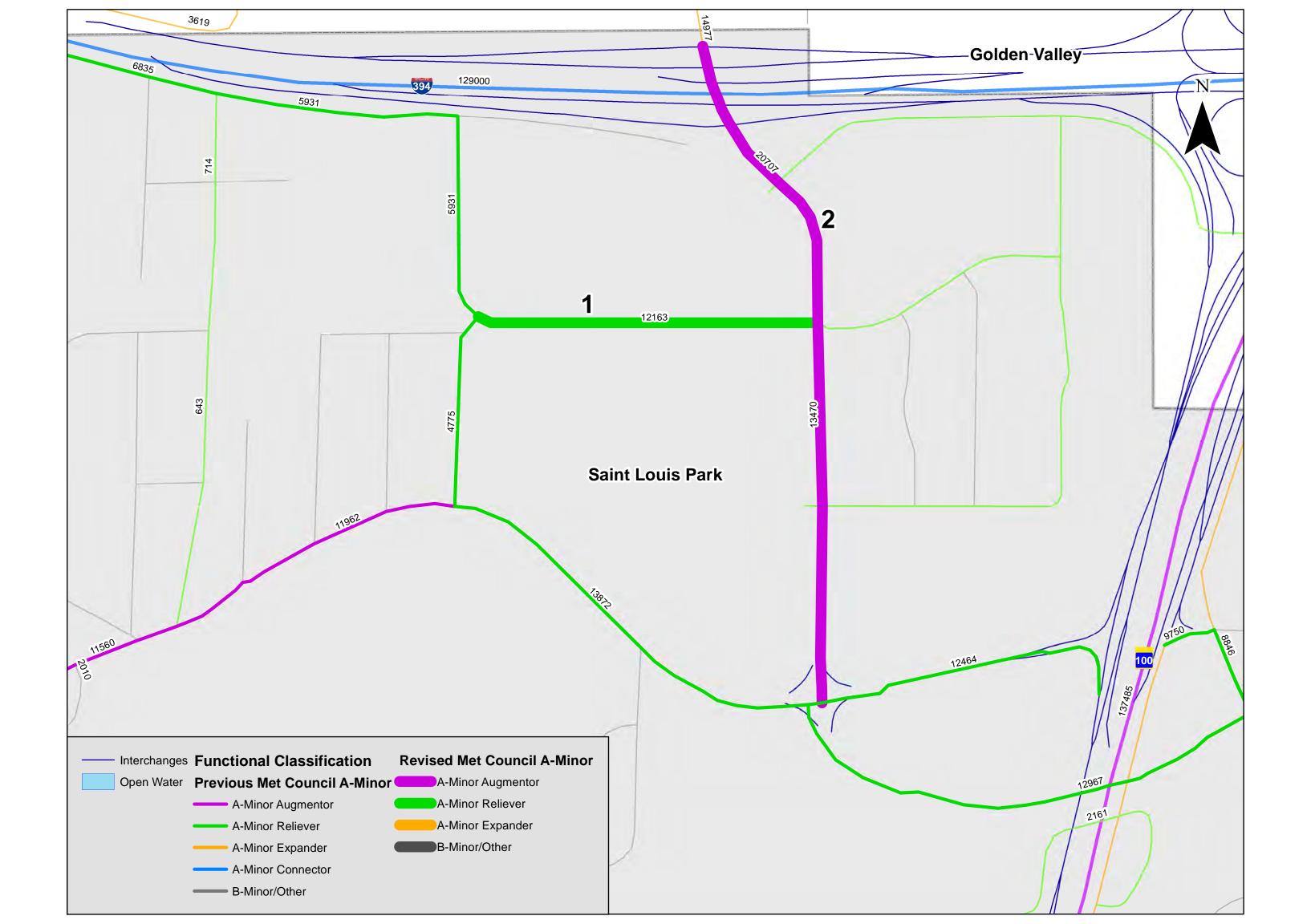


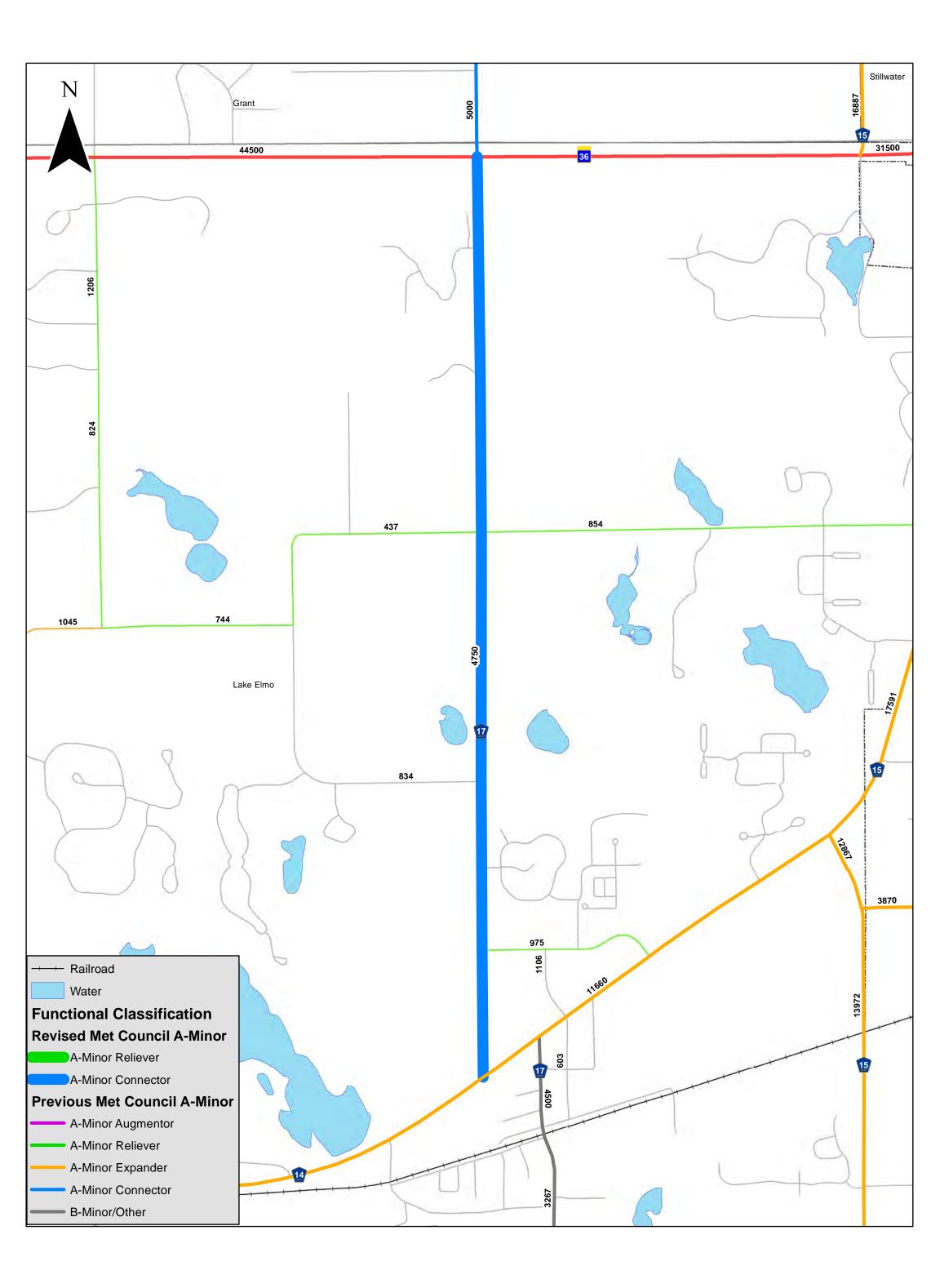


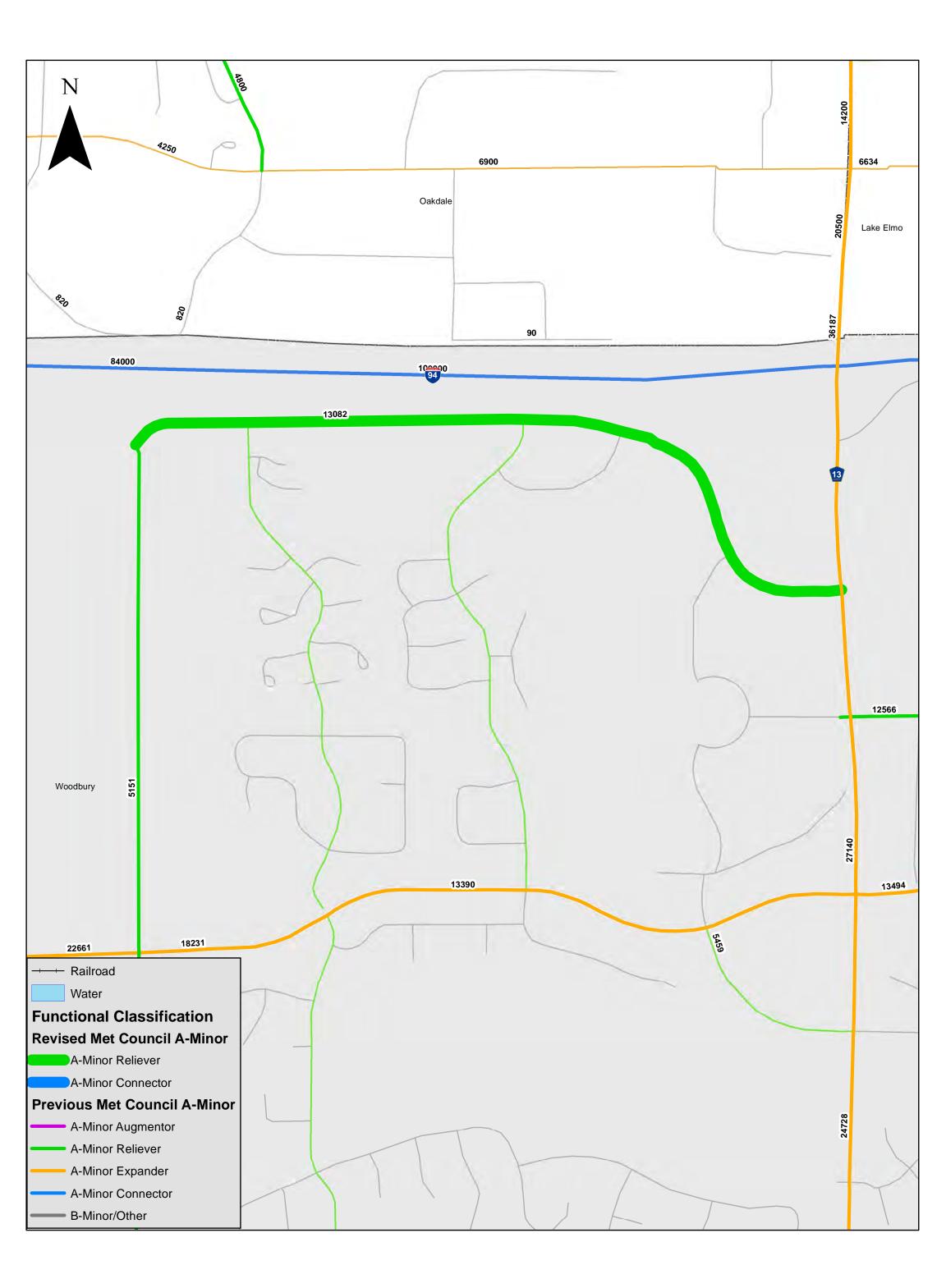


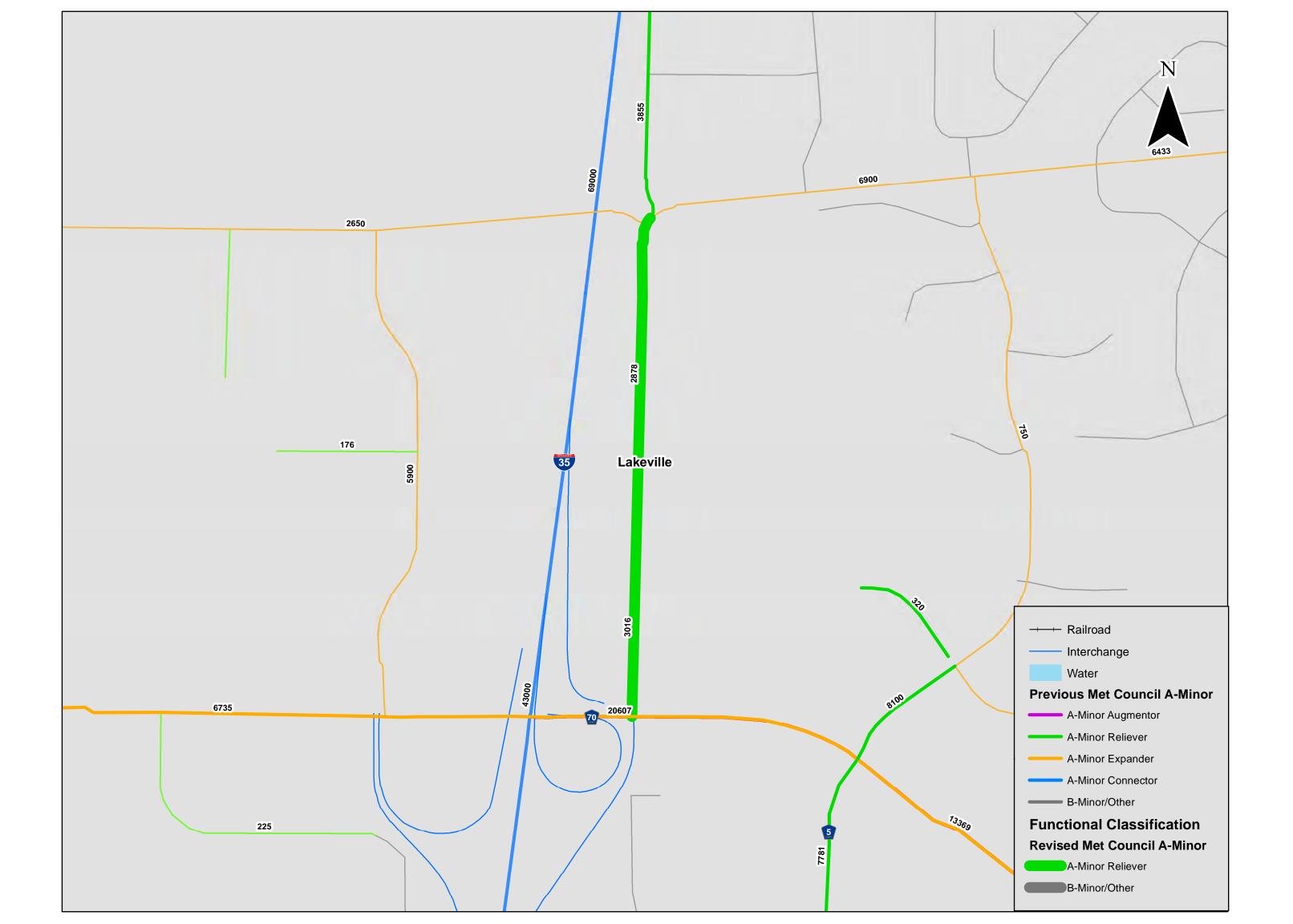


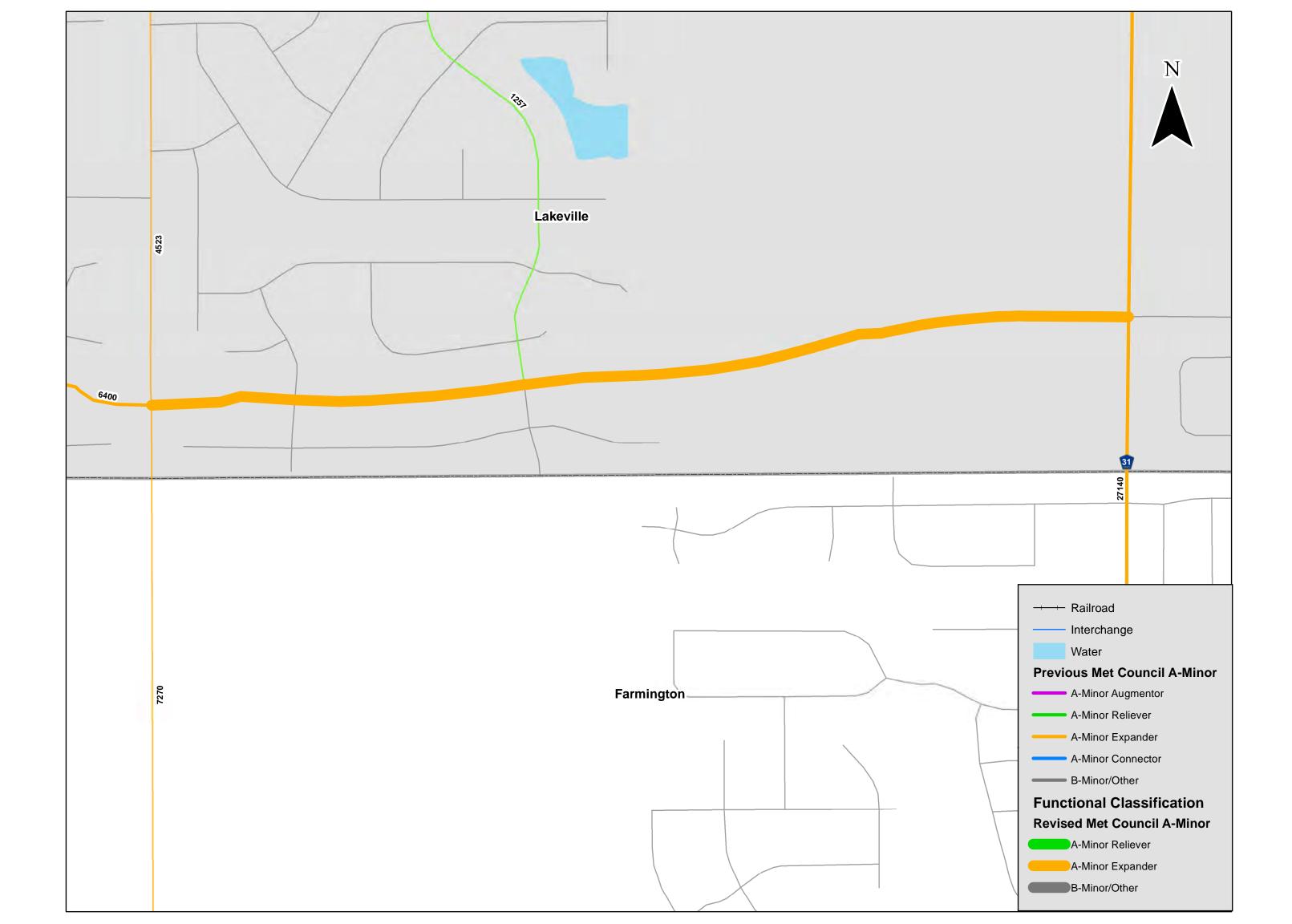












ACTION TRANSMITTAL – 2021-37

DATE:	August 25, 2021
TO:	Technical Advisory Committee
FROM:	TAC Funding and Programming Committee
PREPARED BY:	Jed Hanson, Planner (jed.hanson@metc.state.mn.us)
	Joe Barbeau, Senior Planner (<u>joe.barbeau@metc.state.mn.us</u>)
SUBJECT:	Scope Change / TIP Amendment Request for Hennepin County Signal Revisions and Pedestrian Improvements
REQUESTED ACTION:	Hennepin County requests a scope change for its CSAH 35 / CSAH 52 Signal Revisions and Pedestrian Improvements project (S.P. 027-635-038) to remove planned improvements at the CSAH 35 (Portland Ave) and American Blvd intersection. This request is accompanied by a 2022-2025 TIP amendment request.
RECOMMENDED MOTION:	That TAC recommended that the Transportation Advisory Board approve Hennepin County's request to remove planned improvements at the CSAH 35 (Portland Ave) and American Blvd intersection from its CSAH 35 / CSAH 52 Signal Revisions and Pedestrian Improvements project (S.P. 027-635-038), along with the corresponding amendment to the 2022-2025 TIP.

BACKGROUND AND PURPOSE OF ACTION: Hennepin County was awarded \$846,000 in Highway Safety Improvement Program (HSIP) funds for the 2022 fiscal year in the reactive category as part of the 2018 HSIP solicitation. The award was to fund signal improvements (signal head replacement, retiming, additional signal heads, confirmation light, and exclusive left-turn phasing) and pedestrian improvements (curb extensions (if feasible), pedestrian ramp upgrades to ADA requirements, accessible pedestrian signals, and countdown timers) at six intersections:

- CSAH 35 (Portland Avenue) and
 - American Boulevard
 - o 86th Street
 - o 90th Street
 - o CSAH 1 (98th Street)
- CSAH 52 and
 - o 70th Street
 - \circ 76th Street

The project is intended to address a high share of left-turn crashes at these intersections and improve pedestrian crossing and accessibility. Since this project was awarded funding, the Minnesota of Department of Transportation (MnDOT) has planned construction for the CSAH 35 and American Blvd intersection as part of the I-494 Corridors of Commerce Project (S.P. 2785-424). This MnDOT-led project is planned for construction in 2023-2025 and will reconstruct the signal and pedestrian facilities at this intersection. The scope change application states that the MnDOT-led project will upgrade accessibility features beyond what is feasible in the county's project.

The proposed scope change would construct the intersection improvements at the remaining five intersections and remove the planned improvements at CSAH 35 and American Blvd (as illustrated in Attachment 1) to be constructed as part of another project, leaving the full project intact once all projects are completed.

The cost estimate, including local match, at the time of the original application was \$940,000, while the cost shown in the draft 2022-25 Transportation Improvement Program (TIP) is \$1,015,200. The scope change application shows an updated cost estimate is \$1,650,000. The original HSIP application estimates \$174,000 in costs for the CSAH 35 and American Blvd intersection, accounting for \$156,600 of the HSIP award under the 90/10 federal-local split in the HSIP Program.

Hennepin County requests it retain the full \$940,000 of the HSIP award, noting that the remaining \$804,000 will be covered by local match. The proposed scope change results in a 51% federal and 49% local share if award dollars are retained.

The TIP amendment accompanying this request is to be reflected in the 2022-2025 TIP, which is yet to be approved. Provided a scope change request is approved by TAB, the Council will consider the amendment following federal approval of the 2022-2025 TIP.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, any federally funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

Federal law requires that all TIP amendments meet the following four tests: fiscal constraint, consistency with the adopted regional transportation plan, air quality conformity, and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP per these four requirements.

STAFF ANALYSIS:

<u>Approval/Denial of the Scope Change:</u> Because the county is taking advantage of other projects to construct intersection improvements and the project will be completed in its entirety, staff recommends approval of the scope change request (removal of the intersection improvements identified). A scoring analysis is not needed because there is a 233-point scoring spread between this project and the highest-scoring unfunded project, and further because the request is predicated on the removed improvements being completed through another project.

Funding: Staff provides the following two options:

- 1. Allow the applicant to retain the full award in recognition that the full project will be built.
- 2. Reduce the federal award by \$156,600 corresponding to the federal share of the CSAH 35/American Blvd intersection's estimated costs in the original HSIP application.

<u>TIP Amendment</u>: Assuming a scope change is approved, a TIP amendment reflecting the change should be approved as well. The TIP amendment meets fiscal constraint because the

federal funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

COMMITTEE COMMENTS AND ACTION: At its August 19, 2021, meeting the TAC Funding and Programming Committee unanimously recommended approval of the TIP amendment request with no federal funding reduction along with the corresponding TIP amendment.

ROUTING

ТО	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Planning or TAC Funding & Programming Committee	Review & Recommend	08/19/2021
Technical Advisory Committee	Review & Recommend	09/01/2021
Transportation Advisory Board	Review & Recommend TIP Amendment & Adopt Scope Change	09/15/2021

Note: Following the Transportation Advisory Board, the amendment to the 2022-2025 TIP will still need to be considered by the Transportation Committee and Metropolitan Council following approval of the draft 2022-2025 TIP.

HENNEPIN COUNTY MINNESOTA

July 22, 2021

Michael Thompson Chair, TAC Funding and Programming Committee Metropolitan Council 390 Robert Street North Saint Paul, MN 55101-1805

Re: Scope Change request to S.P. 027-635-038 - CSAH 35 (Portland Ave) and CSAH 52 (Nicollet Ave) Signal Revisions and Pedestrian Improvements

Dear Mr. Thompson,

Hennepin County respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

In 2018, Hennepin County was awarded federal funding as part of the Highway Safety Improvement Program (HSIP) to make safety and mobility improvements to the following intersections:

Along CSAH 35 (Portland Ave) in Bloomington

- American Boulevard
- 86th Street
- 90th Street
- CSAH 1 (98th Street)

Along CSAH 52 (Nicollet Ave) in Richfield

- 70th Street
- 76th Street in Richfield

The current 2021-2024 State Transportation Improvement Program (STIP) identifies \$846,000 in federal funding and \$169,200 in local match funding for the project, for a STIP total of \$1,015,200. The program year for this project is 2022.

Project development has been ongoing since 2020; and in 2021, it became known that coordinating agencies (MnDOT and Hennepin County) were planning separate improvement projects at the CSAH 35 (Portland Ave) and American Blvd intersection in different construction years. The Hennepin County led, and subject line project is planned for construction in 2022 and the MnDOT led T.H. 494 Corridors of Commerce Project – S.P. 2785-424 is planned for construction in 2023-2025. At this time, Hennepin County requests a scope change that would remove the planned improvements at the CSAH 35 (Portland Ave) and American Blvd intersection from the subject line project as the T.H. 494 Corridors of Commerce Project will reconstruct the signal and pedestrian facilities (attached is a layout showing the proposed work). Approval of this scope change request will allow for enhanced improvements at this intersection including ADA accommodations designed to be fully compliant and a new signal system, beyond what is feasible as part of the county's current signal revision and an ADA retrofit project. The change would also result in only one project (rather than two) at this intersection which will further minimize impacts to the



HENNEPIN COUNTY

MINNESOTA

local community and traveling public. The proposed cost estimate of the work at CSAH 35 (Portland Ave) and American Blvd per the funding application was \$174,000 and applying the 90/10 HSIP split results in a \$156,600 federal portion and \$17,400 local match.

Additionally, after further estimation, Hennepin County has determined that construction costs will likely be higher than initially anticipated; as such, we are requesting a revision to the new 2022-2025 STIP to reflect a STIP total of **\$1,650,000**; an increase of \$634,800 when compared to the 2021-2024 STIP. Therefore, we kindly request to retain the full original federal funding amount of \$846,000, while the balance of \$804,000 would be the revised local match.

With your approval, we respectfully request the above-mentioned revision be made to the new 2022-2025 STIP. Please advise of any additional information you may need and contact me with any questions.

Sincerely,

Kyn T. allers

Ryan Allers, PE, PTOE

Cc: Colleen Brown, MnDOT Metro State Aid Carla Stueve, PE, PTOE Jessa Trboyevich, PE Chad Ellos, PE Jason Pieper, PE



HENNEPIN COUNTY MINNESOTA

FUNDING DATA FOR SCOPE CHANGE REQUEST

1. Original Application

Regional Solicitation Year	N/A
Application Funding Category	N/A
HSIP Solicitation	Yes - 2018
Application Total Project Cost	\$940,000
Federal Award	\$846,000
Application Federal Percentage of Total Project Cost	90%

Project Elements Being Removed:	Original Application Cost
Work at Portland Ave/American Blvd intersection	\$174,000

2. Funding Scenario

Current Funding vs. Proposed Funding

	Current STIP (2021- 2024)	Proposed – Intersection Work at Portland Ave/American Blvd Removed but no federal funds removed	Proposed - Intersection Work at Portland Ave/American Blvd Removed and federal funds removed (\$174,000 total – 90% - \$156,600, 10% \$17,400)
Federal	\$846,000	\$846,000	\$689,400
Local Match	\$169,200	\$804,000	\$960,600
Total Construction Cost	\$1,015,200	\$1,650,000	\$1,650,000
% of Federal to Total	83%	51%	42%



HENNEPIN COUNTY MINNESOTA

3. Attachments

Attachment 1

Project map identifying locations of work to be removed.

Attachment 2

Letter of support and commitment from MnDOT.



HENNEPIN COUNTY

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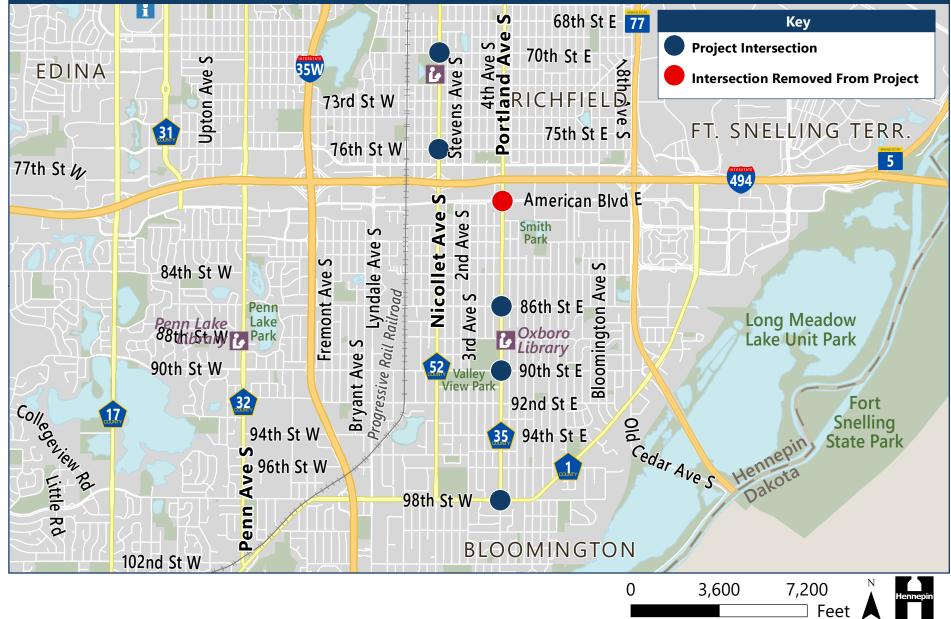
ATTACHMENT 1

PROJECT MAP



S.P. 027-635-038

CSAH 35 (Portland Ave) and CSAH 52 (Nicollet Ave) Signal Revisions and Pedestrian Improvements | CP 2191600



HENNEPIN COUNTY MINNESOTA

ATTACHMENT 2

AGENCY LETTER OF SUPPORT AND COMMITMENT



DEPARTMENT OF TRANSPORTATION

July 22, 2021

Carla Stueve, P.E., P.T.O.E. Director of Transportation Project Delivery and County Engineer Hennepin County Public Works 1600 Prairie Drive Medina, MN 55340

RE: CSAH 35 (Portland Ave) and CSAH 52 (Nicollet Avenue) Signal Revisions and Pedestrian Improvements Project – Letter of Commitment

Dear Ms. Stueve:

MnDOT formally presents this letter of commitment to Hennepin County regarding the county's CSAH 35 (Portland Avenue) and CSAH 52 (Nicollet Avenue) Signal Revisions and Pedestrian Improvements Project (Hennepin County Project No. 2191600, {S.P. 027-635-038}); specifically, the planned signal revisions and ADA work at the Portland Avenue / American Boulevard intersection.

It is understood that Hennepin County has received federal funding to support signal revisions and ADA improvements at various intersections along Portland Avenue between American Boulevard and 98th Street. Such work at the Portland Avenue and American Boulevard intersection includes upgrading pedestrian ramps at all four corners to meet ADA and signal system revisions (including installation of flashing yellow left arrows).

It is further acknowledged that MnDOT currently has roadway improvements programmed in the STIP for the I494 Project 1 (State Project No. 2785-424) which includes the reconstruction of the Portland Avenue and American Boulevard intersection. At this time, it is anticipated that the I494 Project 1 will be delivered in 2023-2026 by MnDOT and will include new pavement, new signal system, removal of a free right, drainage, and pedestrian accommodations (including ADA) at the Portland Avenue and American Boulevard intersection.

MnDOT supports consolidating work at the Portland Avenue/American Boulevard intersection and hereby commits, via its planned I494 Project 1, to include those improvements at Portland Avenue/American Boulevard intersection that would have otherwise been delivered as part of Hennepin County's Project No. 2191600. Such consolidation will not only minimize construction impacts to the local community and roadway users; it will also allow for the construction of superior ADA accommodations due to the opportunity to substantially modify pavements and curb lines as part of the I494 Project 1.

MnDOT looks forward to continued coordination with Hennepin County on the I494 Project 1.

Sincerely,

Amber Blanchard Digitally signed by Amber Blanchard Date: 2021.07.22 06:36:25 -05'00' Amber Blanchard, P.E. Major Projects Manager/I494 Corridor Director

CC: Andrew Lutaya, West Area Engineer/1494 Project Manager

April Crockett, West Area Manager

Colleen Brown, Metro State Aid

Josh Potter, Hennepin County Transportation Engineer

Ryan Allers, Hennepin County Senior Project Engineer

Equal Opportunity Employer

Please amend the 2022-2025 Transportation Improvement Program (TIP) to change this project in program year 2022. This project is being submitted with the following information:

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
TBD	2022	Μ	CSAH 35	027-635-	Hennepin	On CSAH 35 (Portland Ave) from 98th
				038	County	St E to American Blvd <u>86th St. E.</u> in
						Bloomington and on CSAH 52
						(Nicollet Ave) from 76th St E to 70th
						St E in Richfield – Signal revisions and
						pedestrian improvement

PROJECT IDENTIFICATION:

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
0.0	SH	Traffic Signal Revision	HSIP	1,015,200 1,650,000	846,000	169,200 804,000

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is needed to update the project description and costs. Changes are the result of a pending Met Council Scope Change.

- 2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
 - New Money
 - Anticipated Advance Construction
 - ATP or MPO or MnDOT Adjustment by deferral of other projects
 - Earmark or HPP not affecting fiscal constraint
 - Other X

No additional federal funds are being added to the project, therefore fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

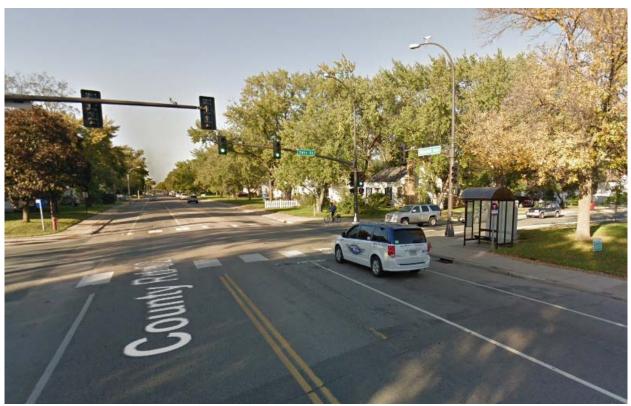
This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis X
- N/A (not in a nonattainment or maintenance area

*Exempt Project Category AQ-2. Bicycle and pedestrian facilities per Section 93.126 of the Conformity Rules.

Highway Safety Improvement Program (HSIP) (For State Fiscal Years 2022 and 2023)



August, 2016

Applicant: Hennepin County Project Name: CSAH 35 (Portland Avenue), and CSAH 52 (Nicollet Avenue) Safety Improvements Project Location: CSAH 35 Corridor within the City of Bloomington and CSAH 52 within the City of Richfield HSIP application (Form 1)

Federal HSIP Funding Application (Form 1)

Federal HSIF Funding Application (Form 1)					
INSTRUCTIONS: Complete and return completed application to Lars Impola, MnDOT, Metro District, 1500 West County Road B2, Roseville, Minnesota 55113. (651) 234-7820. Applications must be received by 4:30 PM or postmarked on August 31, 2018*Be sure to complete and attach the Project Information form. (Form 2)					
	I. GENI	ERAL INFORMATION			
1. APPLICANT: H	ennepin County				
2. JURISDICTION	IAL AGENCY (IF DIFFERE	NT): Hennepin County Public Work	<s< td=""></s<>		
3. MAILING ADDF	RESS: 1600 Prairie Drive				
CITY: Medin	ia	STATE: MN ZIP CODE: 55340	4. COUNTY: Hennepin		
5. CONTACT PEF	RSON: Chad Ellos	TITLE: Transportation Planning Division Manager	PHONE NO. (612) 596 - 0395		
CONTACT E-MAIL AI	DDRESS: <u>Chad.Ellos@henne</u>	pin.us			
	II. PRO	JECT INFORMATION			
6. PROJECT NAM	IE: CSAH 35 (Portland Aver	nue), and CSAH 52 (Nicollet Avenue	e) Safety Improvements		
complete descripti The following safety i Avenue and Portland Signal improvements left-turn phasing. Ped	ion can be submitted separ mprovements are proposed at a Avenue. including signal head replaceme lestrian improvements including	e location, road name, type of impre ately): ppropriate intersections based on enginee ent, retiming, additional signal heads, confi curb extensions (if feasible), upgrading the edestrian Signals (APS), and countdown ti	ring judgement along Nicollet irmation lights, and exclusive e pedestrian ramps to		
8. HSIP PROJECT	CATEGORY – Circle which p Proactive	roject grouping in which you wish you Reactive	r project to be scored.		
	III. PROJECT FUNDING				
9. Are you applying or have you applied for funds from another source(s) to implement this project? Yes □ No ⊠ If yes, please identify the source(s):					
10. FEDERAL AM	IOUNT: \$ 846,000	13. MATCH % OF PROJECT TO	DTAL: 10%		
11. MATCH AMO	UNT: \$ 94,000	14. SOURCE OF MATCH FUNE	S: Hennepin County		
12. PROJECT TO	12. PROJECT TOTAL: \$ 940,000 15. REQUESTED PROGRAM YEAR(S) : SEE NOTE BELOW				
16 CICNATURE: Control of the Control					
16. SIGNATURE: Control of the second se					

*NOTE: If funding should become available in 2019, 2020, or 2021, would this project be able to be advanced to meet this schedule? <u>No</u> **Project information sheet (Form 2)**

PROJECT INFORMATION (Form 2)

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, or LEAD AGENCY: Hennepin County

FUNCTIONAL CLASS OF ROAD: CSAH 35 is an A-Minor Arterial (Expander) CSAH 52 is a B-Minor Arterial

ROAD SYSTEM: County State Aid Highway (CSAH)

NAME OF ROAD CSAH 35 (Portland Avenue) CSAH 52 (Nicollet Avenue)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED CSAH 35 (Portland Avenue): 55420 CSAH 52 (Nicollet Avenue): 55423

<u>APPROXIMATE</u> BEGIN CONSTRUCTION DATE (MO/YR): April 2022

<u>APPROXIMATE</u> END CONSTRUCTION DATE (MO/YR): November 2022

LOCATION:

CSAH 35: Within the City of Bloomington CSAH 52: Within the City of Richfield

TYPE OF WORK (Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC)

SIGNAL IMPROVEMENTS, ADA IMPROVEMENTS, CURB EXTENSIONS, STORM SEWER, CURB AND GUTTER

HENNEPIN COUNTY MINNESOTA



Project Description

Project Name: CSAH 35 Project Termini: CSAH 52 Project Termini: CSAH 35 (Portland Avenue) and CSAH 52 (Nicollet Avenue) Safety Improvements Within Bloomington City Limits Within Richfield City Limits

Purpose & Justification

Hennepin County is submitting this application seeking funds from the Highway Safety Improvement Program (HSIP) for proposed safety improvements at various intersections along the Nicollet Avenue and Portland Avenue corridors. The proposed project is needed to improve safety and traffic operations at these intersections by addressing the high number of crashes (particularly those resulting in injuries) and providing more flexible left-turn phasing. Hennepin County, through a partnership with the Cities of Richfield and Bloomington, have analyzed the types of crashes occurring along these corridors and have developed a general project scope. Letters of support provided by the cities are included in Attachment D.

CSAH 35 - Portland Avenue is a 4-lane undivided roadway with AADTs that range from 3,500 to 8,500 vehicles per day within the project area. Hennepin County has a planned repaving project along this section of Portland Avenue in 2018 that will convert the existing roadway configuration to a 3-lane section in a effort to provide traffic calming, improve access to residential driveways, and introduce an on-road bikeway. However, signal modifications will not be included within the scope of the 2018 repaving project. Portland Avenue provides users with access to I-494 and serves as a critical north/south connection between Old Shakopee Road (CSAH 1) and American Boulevard.

CSAH 52 - Nicollet Avenue is a 3-lane roadway with AADTs that range from 9,100 to 12,100 vehicles per day within the project area. This roadway was converted from a 4-lane undivided section to a 3-lane section in 2014 as part of a county repaving project in an effort to provide traffic calming and better facilitate vehicle turning movements. Signal modifications (specifically the introduction of dedicated left-turn phasing) were not within the scope of the 2014 repaving project. Nicollet Avenue provides users with access to I-494, along with the Richfield Hub and West Shopping Center.

The recent crash history indicates that the crash rate exceeds the critical rate at many of the intersections included within the project limits (as illustrated in the Corridor Characteristics section below). In review of the crash data provided by MnDOT (for the years 2013-2015) there is a high percentage of left-turn crashes occurring at these intersections (nearly 27% of the total crashes). The proposed improvements will reduce these crashes through the introduction of Flashing Yellow Arrows (FYA) to allow for flexible left-turn signal operations. The proposed improvements outlined in the project scope are estimated to have a construction cost of \$940,000; Hennepin County is requesting \$846,000 of federal assistance, and is accepting responsibility for the 10% local match (\$94,000). With a total benefit of \$4,600,000, this project has a Benefit/Cost ratio 4.89, which makes this project is a great candidate for the HSIP funding.

Corridor Characteri	stics
	CSAH 35 (Portland Avenue)
Current AADT for Project Area (Avg) :	3,500 - 10,700 (7,100)
Current AADT for Project Area (Avg) :	CSAH 52 (Nicollet Avenue)
	9,100 - 12,100 (10,800)
	Intersection Related
Crash History Provided by H.C., TIS (2013 - 2015):	CSAH 35 (35 P, 23 C, 8 B, 0 A)
(Collision Diagrams: Attachment F)	CSAH 52 (14 P, 10 C, 2 B, 0 A)
	Total (49 P, 33 C, 10 B, 0 A)
3-Year Crash Rate (2013-2015) - crashes/million vehicles	CSAH 35/ American Blvd - 1.08 (0.77)
Crash Rate / (Critical Crash Rate)	CSAH 35/ 86th St - 0.91 (0.97)
(Crash Rate Calculations: Attachment C)	CSAH 35/ 90th St - 1.03 (1.00)
	CSAH 35/ 98th St - 0.33 (0.72)
	CSAH 52/ 70th St - 1.06 (0.97)
	CSAH 52/ 76th St - 0.77 (0.97)

Project Scope

Hennepin County will coordinate this project with each affected city to determine the appropriate project elements for each signalized intersection based on agreements developed for traffic signal ownership, maintenance, and timing responsibilities.

The following is a list of proposed improvements to be implemented at various locations as determined by engineering judgment in an effort to reduce crashes:

- Flashing Yellow Arrows (FYA) for left-turning movements on selected approaches
- Improved signal timing
- Confirmation lights for red light running enforcement
- Restricted left-turn phasing whenever the pedestrian phase is initiated
- ADA improvements including pedestrian ramps and Accessible Pedestrian Signals (APS)

• Pedestrian safety enhancements (wherever feasible) including countdown timers, Leading Pedestrian Interval (LPI), and curb extensions

Crash Reduction Analysis

The estimate of crash reductions used for the proposed improvements is based on various FHWA Crash Modification Factors (CMF's). Based on the 2018 HSIP criteria, multiple safety improvements may be used to determine the crash reductions for the Benefit/Cost (B/C) Analysis. Whenever multiple CMF's were applied to one or more crashes, the multiple safety improvement crash reduction formula (provided in the HSIP solicitation packet) was employed. The HSIP B/C worksheets (Attachment H) includes the individual crashes and reduction factors. Descriptions for each of the CMF's may be found in Attachment G. The estimation of project costs is provided in Attachment B. The following five crash modification factors were considered based on the most common crash types and the greatest crash reductions for the proposed improvements. No more than two CMF's are applied at each project location.

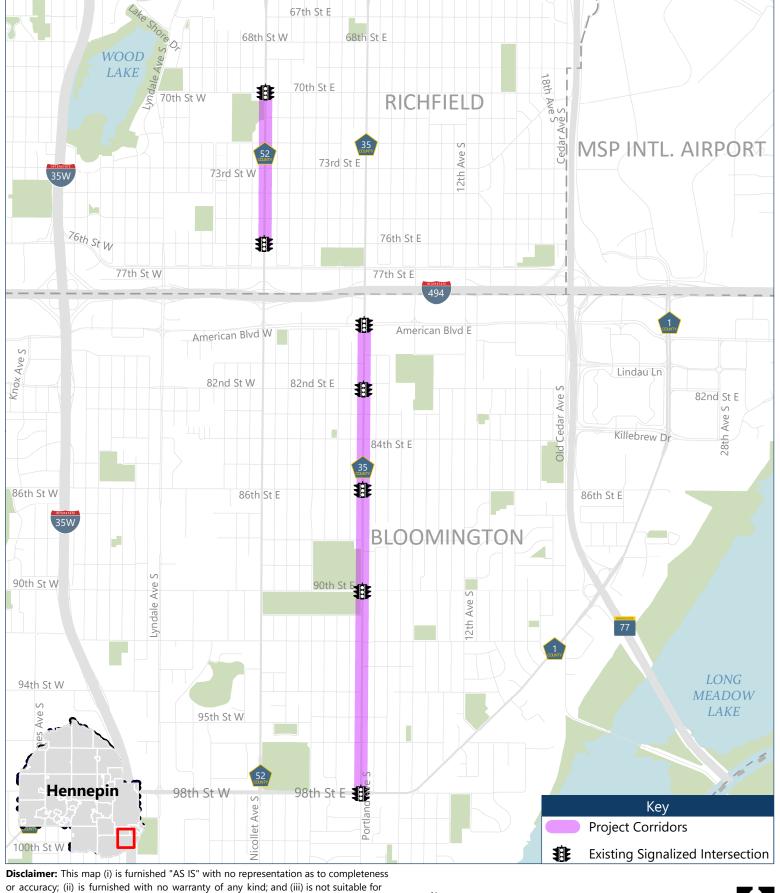
- Convert signal phasing from permissive only to Flashing Yellow Arrow (FYA)
 o (CMF ID 7684; 40.2% reduction in left-turn crashes)
- Convert signal phasing from protected/permissive to Flashing Yellow Arrow (FYA)
- o (CMF ID 4177; 19.4% reduction in left-turn crashes)
- Install pedestrian countdown timers o (CMF ID 5272; 70% reduction in pedestrian crashes)
- Install pedestrian countdown timers
- o (CMF ID 8790; 8.8% reduction in all crashes)
- Install confirmation lights o (CMF ID 8824; 28.7% reduction in right-angle crashes)

Overall, this project will provide a significant safety benefit to all transportation users on Nicollet Avenue and Portland Avenue by reducing crashes. Curb extensions (if determined feasible during the project design phase), countdown timers and Leading Pedestrian Interval (LPI) will provide safety enhancements for bicyclists and pedestrians with destinations to Valley View Park, Augsburg Park, and the Richfield Hub and West Shopping Center. ADA improvements will provide accessible infrastructure, free of obstructions, for persons with limited mobility. Signal upgrades, including dedicated leftturn phasing and additional signal heads, will improve visibility and reduce left-turn crashes. FYA upgrades will allow left turns to operate in both Permissive/Protected and Protected scenarios. This is especially important during peak hours when potential conflicts are common due to high traffic and pedestrian crossing volumes. Should this project be successful in securing funding, Hennepin County will work in collaboration with the Cities of Richfield and Bloomington and their residents to deliver this important safety project. **Attachment A – Project Location Map**

HSIP FYA Project Corridors

HENNEPIN COUNTY MINNESOTA

CSAH 35 & CSAH 52



0.5

1

. Miles

legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

Attachment B – Estimate of Project Costs

Quantities and Cost Estimate Summary

Traffic Signal Items

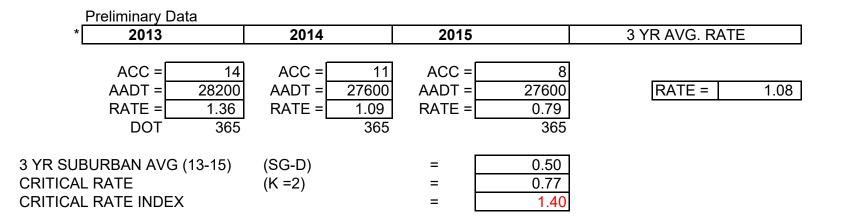
Pay Item Description	Units	Qty	Est. Cost
Revise Signal System A (CSAH 52/70th)	System	1	\$60,000
Revise Signal System B (CSAH 52/76th)	System	1	\$40,000
Revise Signal System C (CSAH 35/American)	System	1	\$70,000
Revise Signal System D (CSAH 35/86th)	System	1	\$100,000
Revise Signal System E (CSAH 35/90th)	System	1	\$70,000
Revise Signal System F (CSAH 35/98th)	System	1	\$70,000
	Pay Items Tota	I	\$410,000
County Furnished Materials			
Revise Signal System A (CSAH 52/70th)			\$25,000
Revise Signal System B (CSAH 52/76th)			\$0
Revise Signal System C (CSAH 35/American)			\$25,000
Revise Signal System D (CSAH 35/86th)			\$0
Revise Signal System E (CSAH 35/90th)			\$0
Revise Signal System F (CSAH 35/98th)			\$25,000
	County Furnish	ned Total	\$75,000
ADA Upgrades			
ADA Upgrades CSAH 52 & 70th		1	\$50,000
		1 1	\$50,000 \$50,000
CSAH 52 & 70th			,
CSAH 52 & 70th CSAH 52 & 76th		1	\$50,000
CSAH 52 & 70th CSAH 52 & 76th CSAH 35 & American		1 1	\$50,000 \$50,000
CSAH 52 & 70th CSAH 52 & 76th CSAH 35 & American CSAH 35 & 86th		1 1 1	\$50,000 \$50,000 \$50,000
CSAH 52 & 70th CSAH 52 & 76th CSAH 35 & American CSAH 35 & 86th CSAH 35 & 90th	ADA Total	1 1 1 1	\$50,000 \$50,000 \$50,000 \$50,000
CSAH 52 & 70th CSAH 52 & 76th CSAH 35 & American CSAH 35 & 86th CSAH 35 & 90th	ADA Total Pay Item Total	1 1 1 1	\$50,000 \$50,000 \$50,000 \$50,000 \$50,000
CSAH 52 & 70th CSAH 52 & 76th CSAH 35 & American CSAH 35 & 86th CSAH 35 & 90th		1 1 1 1	\$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$300,000

Attachment C – Existing Crash Rate Calculations

LOCATION CSAH 35 (Portland Ave) & American Blvd

INTERSECTION TYPE SG-D

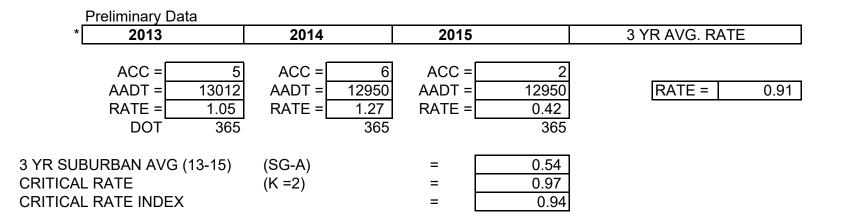
INTERSECTION CRASH RATE (3 YR) = ACC/MV



LOCATION CSAH 35 (Portland Ave) & 86th St

INTERSECTION TYPE SG-A

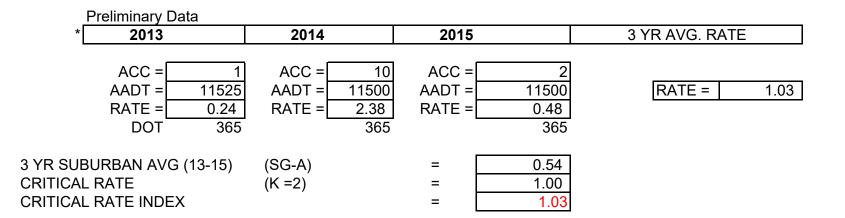
INTERSECTION CRASH RATE (3 YR) = ACC/MV



LOCATION CSAH 35 (Portland Ave) & 90th St

INTERSECTION TYPE SG-A

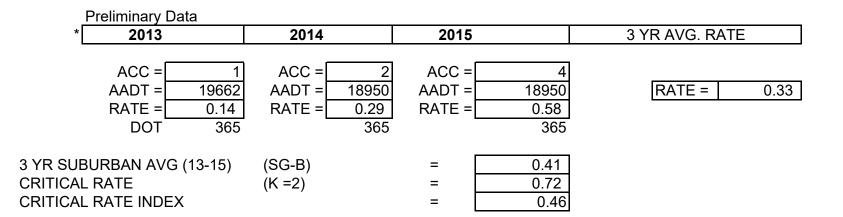
INTERSECTION CRASH RATE (3 YR) = ACC/MV



LOCATION CSAH 35 (Portland Ave) & CSAH 1 (98th St)

INTERSECTION TYPE SG-B

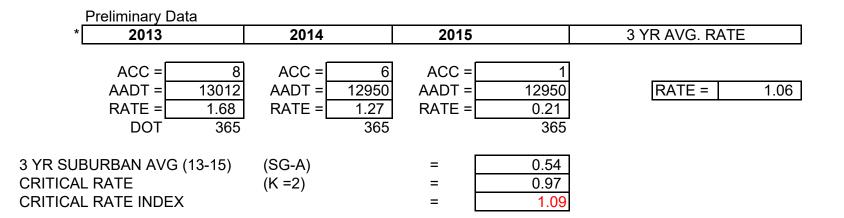
INTERSECTION CRASH RATE (3 YR) = ACC/MV



LOCATION CSAH 52 (Nicollet Ave) & 70th St

INTERSECTION TYPE SG-A

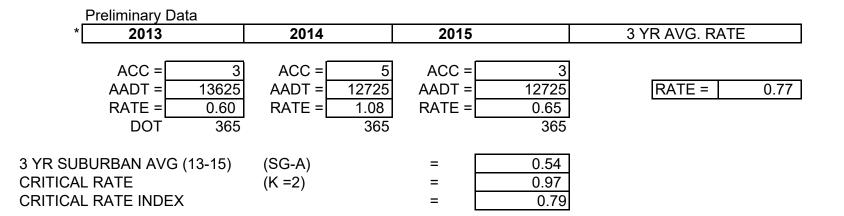
INTERSECTION CRASH RATE (3 YR) = ACC/MV



LOCATION CSAH 52 (Nicollet Ave) & 76th St

INTERSECTION TYPE SG-A

INTERSECTION CRASH RATE (3 YR) = ACC/MV



Attachment D – Letters of Support



August 24, 2018

Carla Stueve, P.E., P.T.O.E Hennepin County Engineer Transportation Project Delivery 1600 Prairie Drive Medina, MN 55340

Re: Support for Highway Safety Improvement program Application Flashing Yellow Arrow (FYA) Retrofit Project

Dear Ms. Stueve:

The City of Bloomington hereby expresses its support for the Hennepin County Highway Safety Improvement Program (HSIP) funding application for the proposed roadway safety project on CSAH 35 (Portland Avenue) within the City of Bloomington.

The safety project will include (but is not limited to): upgrading to Flashing Yellow Arrow signal indications, installation of confirmation lights, signal upgrades, and ADA accommodations.

Thank you for making us aware of this application effort and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,

Shelly Hanson, P.E. City Engineer

AN AFFIRMATIVE ACTION/EQUAL OPPORTUNITIES EMPLOYER



MAYOR PAT ELLIOTT

CITY COUNCIL EDWINA GARCIA MICHAEL HOWARD MARIA REGAN GONZALEZ SIMON TRAUTMANN

> CITY MANAGER STEVEN DEVICH

August 23, 2018

Carla Stueve, P.E., P.T.O.E Hennepin County Engineer Transportation Project Delivery 1600 Prairie Drive Medina, MN 55340

Re: Support for Highway Safety Improvement program Application Flashing Yellow Arrow (FYA) Retrofit Project

Dear Ms. Stueve:

The City of Richfield hereby expresses its support for the Hennepin County Highway Safety Improvement Program (HSIP) funding application for the proposed roadway safety project on CSAH 52 (Nicollet Avenue) within the City of Richfield.

The safety project will include (but is not limited to): upgrading to Flashing Yellow Arrow signal indications, installation of confirmation lights, signal upgrades, and ADA accommodations.

Thank you for making us aware of this application effort and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,

Kristin Asher, P.E. Public Works Director City of Richfield

Attachment E – Crash Data (2013-2015)

Hennepin County Public Works CSAH 35 (Portland Ave) at American Blvd 2013 - 2015

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONT H	CRSH DAY		CRSH D O WK	CRSH NO	MUN	CITY CODE	MAX SEV		CRSH TYPE	NO VEH	LIGHIN	CRSH PRI WEATH ER	RD SUR	CRSH WKZO TYPE
35	2.30	0	0	0	15	2013	2	8	13	6	130570067	1	385	N	1	1	2	99	99	99	98
35	2.30	0	0	0	15	2013	10	30	8	4	133370142	1	385	N	2	1	2	1	2	2	98
35	2.31	0	0	0	15	2013	3	3	20	1	130950067	1	385	с	3	1	2	4	1	1	. 98
35	2.31	0	0	0	15	2013	1	8	6	3	130430061	1	385	N	1	1	2	2	1	1	. 98
35	2.31	0	0	0	15	2013	4	19	10	6	131090150	1	385	N	1	1	2	1	7	5	98
35	2.31	0	0	0	15	2013	12	16	9	2	140210084	1	385	N	1	1	2	1	4	5	98
35	2.31	0	0	0	15	2013	6	26	10	4	131770111	1	385	с	5	1	2	1	2	1	. 98
35	2.31	0	0	0	15	2013	9	17	21	3	132910047	1	385	N	1	1	2	4	1	1	. 98
35	2.31	0	0	0	15	2013	12	13	17	6	133470202	1	385	В	90	6	1	4	1	4	98
35	2.31	0	0	0	15	2013	10	6	18	1	132790206	1	385	N	2	1	2	1	3	2	98
35	2.31	0	0	0	15	2013	4	8	17	2	131330040	1	385	N	3	1	2	1	1	1	. 98
35	2.31	0	0	0	15	2013	11	27	16	4	133650132	1	385	N	5	1	2	1	1	1	. 98
35	2.31	0	0	0	15	2013	5	3	14	6	131560068	1	385	В	1	1	3	1	3	2	98
35	2.31	0	0	0	15	2013	1	19	21	7	130200007	1	385	N	3	1	3	4	1	1	. 98
35	2.30	0	0	0	15	2014	3	26	18	4	141180034	1	385	с	1	1	2	1	1	1	. 98
35	2.31	0	0	0	15	2014	5	29	14	5	141820112	1	385	N	1	1	2	1	1	1	. 98
35	2.31	0	0	0	15	2014	2	9	13	1	140700066	1	385	N	3	1	2			99	98
35	2.31	0	0	0	15	2014	9	1	5	2	142440036	1	385	с	5	1	2	4	3	2	98
35	2.31	0	0	0	15	2014	3	14	19	6	140730126	1	385	с	1	1	2	3	1	1	. 98
35	2.31	0	0	0	15	2014	10	21	14	3	142970048	1	385	с	3	1	2	1	1	1	. 98
35	2.31	0	0	0	15	2014	6	23	10	2	141740091	1	385	N	1	1	2	1	1	1	. 98
35	2.31	0	0	0	15	2014	5	16	6	6	141640116	1	385	N	5	1	2	1	1	1	. 98
35	2.31	0	0	0	15	2014	10	11	14	7	143170109	1	385	N	2	1	2	1	1	1	. 98

Hennepin County Public Works CSAH 35 (Portland Ave) at American Blvd 2013 - 2015

RD NO	MILE PT		RIGHT DIST	ROAD TYPE		CRSH YR	CRSH MONT H		CRSH HOUR	CRSH D O WK	CRSH NO	MUN	CITY CODE	MAX SEV		CRSH TYPE	NO VEH	CRSH LIGHIN	CRSH PRI WEATH ER		CRSH WKZO TYPE
35	2.31	0	0	0	15	2014	1	6	17	2	140060184	1	385	с	3	1	. 2	4	1	5	98
35	2.31	0	0	0	15	2014	5	23	12	6	141760057	1	385	с	5	1	. 2	1	1	1	98
35	2.31	0	0	0	15	2015	8	14	18	6	152580100	1	385	N	5	1	. 2	1		1	98
35	2.31	0	0	0	15	2015	11	14	9	7	153180099	1	385	N	1	1	. 2	1	1	1	98
35	2.31	0	0	0	15	2015	3	24	15	3	151170063	1	385	N	5	1	. 2	1	1	1	98
35	2.31	0	0	0	15	2015	3	26	13	5	150850101	1	385	В	1	1	. 2	1	1	1	98
35	2.31	0	0	0	15	2015	5	7	16	5	151590092	1	385	В	1	1	. 2	1	2	1	98
35	2.31	0	0	0	15	2015	9	1	17	3	152440119	1	385	с	1	1	. 2	1	1	1	98
35	2.32	0	0	0	15	2015	5	3	17	1	151540047	1	385	N	2	1	. 2	1	2	1	98
35	2.32	0	0	0	15	2015	11	10	10	3	153450040	1	385	с	1	1	. 2	1	1	1	
Total				33																	

Hennepin County Public Works CSAH 35 (Portland Ave) at 86th Street 2013 - 2015

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONT H	CRSH DAY		CRSH D O WK	CRSH NO	MUN	-	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	LIGHIN	CRSH PRI WEATH ER	RD SUR	CRSH WKZO TYPE
35	1.50	C	0	0	12	2013	11	25	15	2	133290119	1	385	N	3	1	2	1	2	1	98
35	1.50	C	0	0	12	2013	1	9	17	4	130430060	1	385	N	3	1	2	3	1	1	98
35	1.50	C	0	0	12	2013	2	2	8	7	130330120	1	385	N	5	1	2	1	1	3	98
35	1.50	C	0	0	12	2013	4	13	14	7	131030105	1	385	с	3	1	2	1	2	1	98
35	1.50	C	0	0	12	2013	5	20	16	2	131750059	1	385	N	2	1	2	1	2	1	98
35	1.50	C	0	0	12	2014	11	17	13	2	143360029	1	385	N	7	22	1	1	99	99	98
35	1.50	C	0	0	12	2014	11	29	11	7	143650092	1	385	с	5	1	2	1	1	1	98
35	1.50	C	0	0	12	2014	2	15	13	7	140770095	1	385	N	5	1	3	1	4	3	98
35	1.50	C	0	0	12	2014	1	3	16	6	140030188	1	385	В	3	1	2	1	2	5	98
35	1.50	C	0	0	12	2014	2	26	8	4	140570098	1	385	с	5	1	2	1	1	5	98
35	1.50	C	0	0	12	2014	3	14	17	6	141060053	1	385	с	5	1	2	1	1	1	98
35	1.50	C	0	0	12	2015	10	8	8	5	153140093	1	385	N	3	1	2	1	3	2	98
35	1.50	C	0	0	12	2015	2	5	14	5	150360154	1	385	с	5	1	2	1	1	1	98
Total				13																	

Hennepin County Public Works CSAH 35 (Portland Ave) at 90th Street 2013 - 2015

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH				CRSH D O WK	CRSH NO	MUN	-	MAX SEV		CRSH TYPE	NO VEH	LIGHIN	CRSH PRI WEATH ER	RD SUR	CRSH WKZO TYPE
35	1.00	C	0	0	12	2013	2	1	18	6	130320161	1	385	с	3	1	2	4	4	3	98
35	1.00	C	0	0	12	2014	2	23	11	1	140540234	1	385	N	5	1	3	1	1	5	98
35	1.00	C	0	0	12	2014	8	9	13	7	142210054	1	385	с	5	1	3	1	2	1	98
35	1.00	C	0	0	12	2014	2	13	7	5	140760032	1	385	N	3	1	2	1	2	2	98
35	1.00	C	0	0	12	2014	11	15	16	7	143510110	1	385	N	3	1	2	1	2	4	98
35	1.00	C	0	0	12	2014	6	1	18	1	141520100	1	385	В	5	1	2	1	2	1	98
35	1.00	C	0	0	12	2014	9	17	18	4	142610016	1	385	N	3	1	2	1	1	1	98
35	1.00	C	0	0	12	2014	2	24	7	2	140850054	1	385	N	1	1	2	1	1	5	98
35	1.00	C	0	0	12	2014	4	7	17	2	141290029	1	385	N	1	1	2	1	1	1	98
35	1.00	C	0	0	12	2014	9	23	15	3	142660188	1	385	с	5	1	2	1	1	1	98
35	1.00	C	0	0	12	2014	4	28	17	2	141180127	1	385	В	5	1	2	1	3	2	98
35	1.00	0	0	0	12	2015	1	21	13	4	150550058	1	385	N	3	1	2			2	98
35	1.00	C	0	0	12	2015	4	16	11	5	151380122	1	385	с	3	1	2	1	1	1	98
Total				13																	

Hennepin County Public Works CSAH 35 (Portland Ave) at CSAH 1 (98th Street) 2013 - 2015

RD NO	MILE PT		RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH				CRSH D O WK	CRSH NO		CITY CODE	MAX SEV		CRSH TYPE		LIGHIN	CRSH PRI WEATH ER	RD SUR	CRSH WKZO TYPE
35	0.00	0	0	0	13	2013	6	25	12	3	131760126	1	385	с	90	6	1	1	2	1	98
35	0.00	0	0	0	13	2014	9	25	19	5	143010082	1	385	N	3	1	3	1	1	1	98
35	0.00	0	0.01	0	13	2014	1	7	17	3	140420113	1	385	с	5	1	2	3	2	1	98
35	0.00	0	0.01	0	13	2015	10	1	13	5	152740124	1	385	с	1	1	2	1	1	1	98
35	0.00	0	0	0	13	2015	8	8	15	7	152200115	1	385	N	1	1	3	1	1	1	98
35	0.00	0	0	0	13	2015	1	13	13	3	150130245	1	385	с	1	1	3	1	1	1	98
35	0.01	0	0	0	13	2015	4	4	7	7	150940023	1	385	В	7	30	1	1	1	1	98
Total				7																	

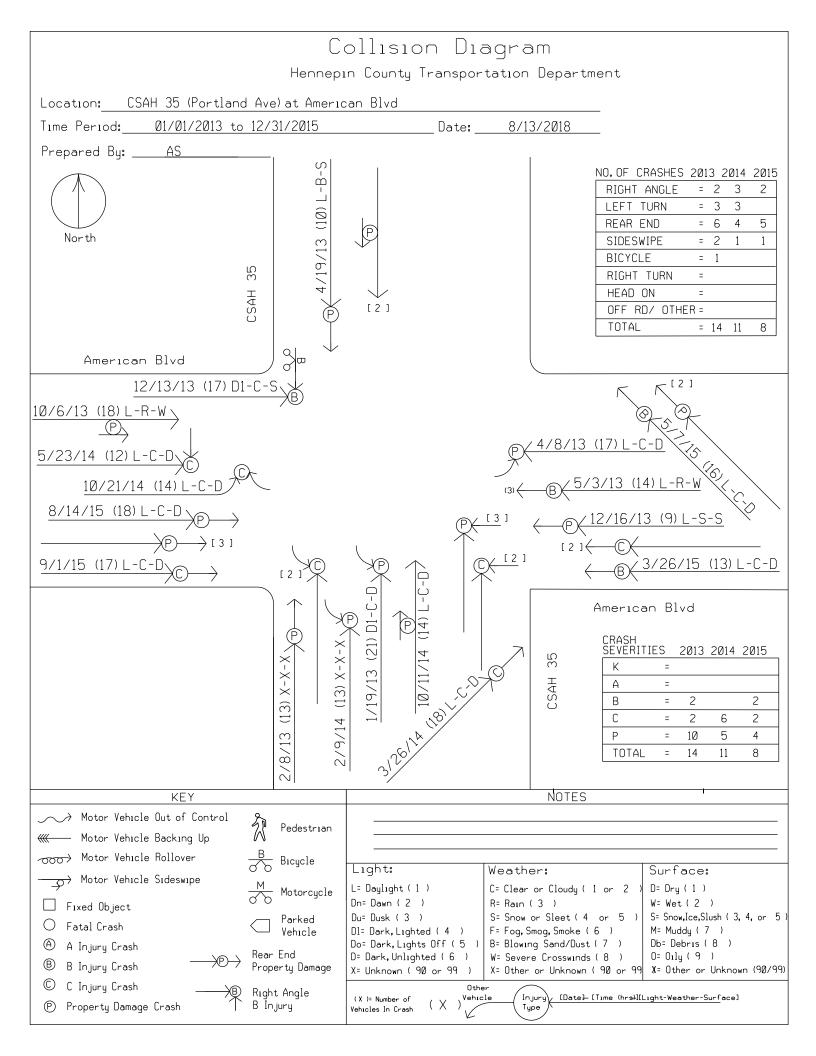
Hennepin County Public Works CSAH 52 (Nicollet Ave) at 70th Street 2013 - 2015

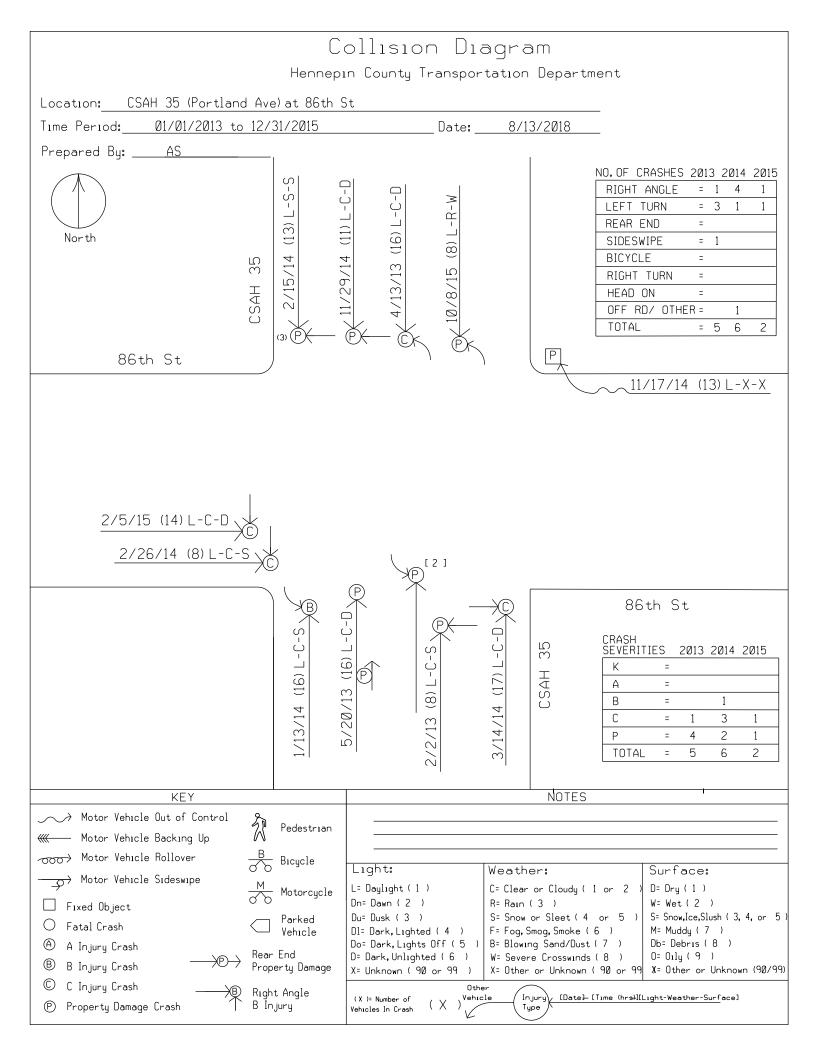
		LEFT	RIGHT	ROAD	INTER	CRSH				CRSH D			-	MAX	CRSH	CRSH		CRSH LIGHIN	CRSH PRI WEATH		CRSH WKZO
	MILE PT	DIST	DIST	TYPE	ТҮРЕ	YR	Н	DAY	HOUR	O WK	CRSH NO	MUN	CODE	SEV	DIAG	ТҮРЕ	NO VEH	G	ER	RD SUR	ТҮРЕ
52	3.45	0	0	0 0	12	2013	5	17	14	6	131380040	36	3210	с	3	1	2	1	2	2	98
52	3.46	0	0	0	12	2013	2	19	15	3	130530029	36	3210	N	1	1	2	1	1	1	98
52	3.46	0	0	0	12	2013	2	26	17	3	130570183	36	3210	N	3	1	2	1	1	2	98
52	3.46	0	0	0	12	2013	1	18	15	6	130190007	36	3210	N	1	1	2	1	1	1	98
52	3.46	0	0	0	12	2013	11	26	16	3	133300160	36	3210	N	1	1	2	1	1	1	98
52	3.46	0	0	0 0	12	2013	10	3	13	5	132800111	36	3210	N	1	1	2	1	1	1	98
52	3.46	0	0	0	12	2013	9	10	16	3	132590025	36	3210	N	1	1	2	1	1	1	98
52	3.49	0	0	0	12	2013	9	4	14	4	132470144	36	3210	N	1	1	2	1	1	1	98
52	3.45	0	0	0	12	2014	12	7	17	1	143410121	36	3210	с	1	1	3	4	4	2	98
52	3.46	0	0	0	12	2014	8	28	12	5	142400074	36	3210	N	1	1	2	1	2	1	1
52	3.46	0	0	0	12	2014	2	15	17	7	140460219	36	3210	с	3	1	2	4	1	3	98
52	3.46	0	0	0	12	2014	6	26	16	5	142090115	36	3210	N	1	1	2				98
52	3.46	0	0	0	12	2014	10	27	15	2	143000186	36	3210	В	5	1	3	1	1	1	98
52	3.46	0	0	0	12	2014	10	24	10	6	142990078	36	3210	N	3	1	2	1	1	1	98
52	3.46	0	0	0	12	2015	11	17	14	3	153240062	36	3210	с	3	1	3	1	3	2	98
Total				15																	

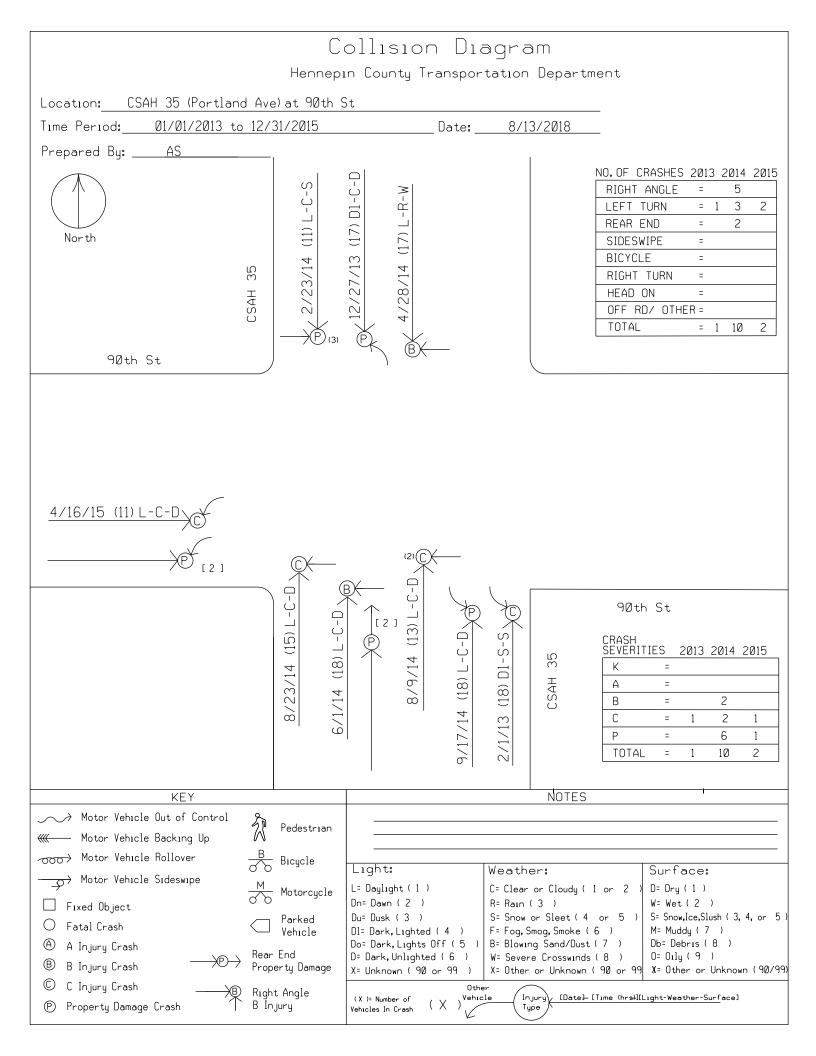
Hennepin County Public Works CSAH 52 (Nicollet Ave) at 76th Street 2013 - 2015

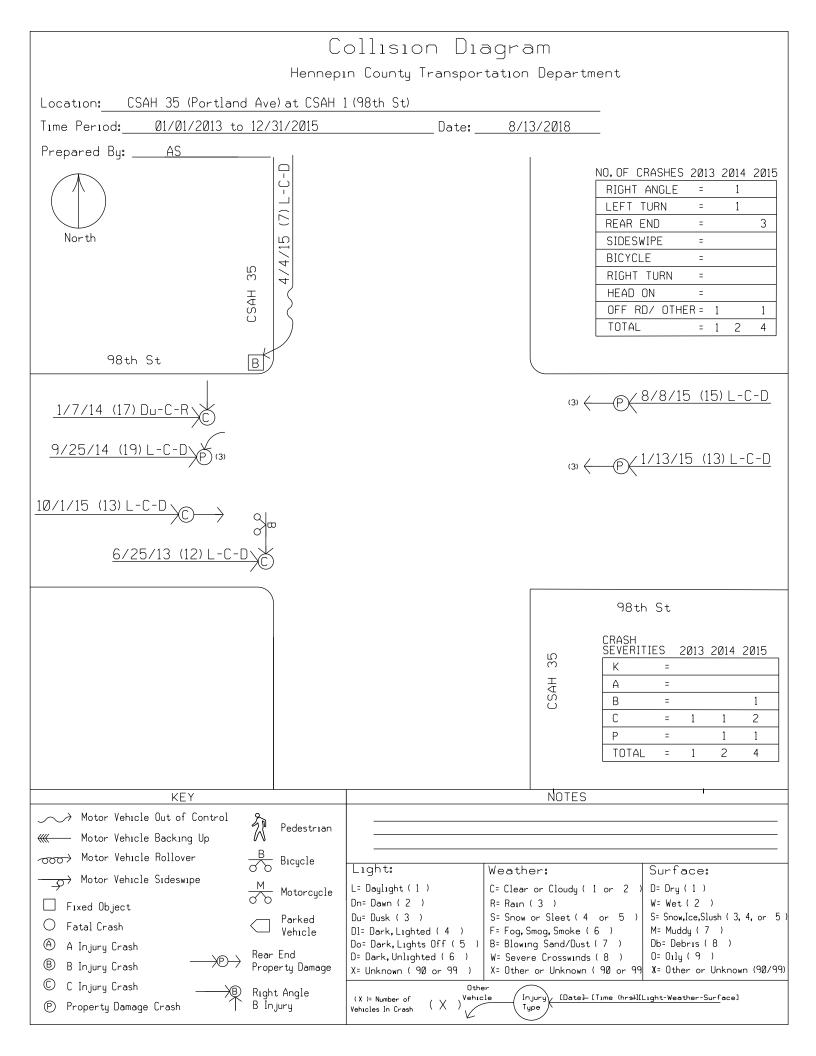
		LEFT	RIGHT	ROAD	INTER		CRSH MONT	CRSH	CRSH	CRSH D			СІТҮ	МАХ	CRSH	CRSH		CRSH	CRSH PRI WEATH		CRSH WKZO
RD NO	MILE PT	DIST	DIST	ТҮРЕ	ТҮРЕ	YR	н	DAY	HOUR	о wк	CRSH NO	MUN	CODE	SEV	DIAG	ТҮРЕ	NO VEH	G	ER	RD SUR	ТҮРЕ
52	2.70	0	0	0	12	2013	3	27	9	4	130860119	36	3210	N	7	24	1	1	1	1	98
52	2.70	0	0	0	12	2013	2	19	16	3	130530070	36	3210	N	3	1	2	1	1	1	98
52	2.71	0	0	0	12	2013	1	23	14	4	130230202	36	3210	с	3	1	2	1	1	1	98
52	2.71	0	0	0	12	2014	7	8	13	3	141890168	36	3210	с	90	7	1	1	1	1	98
52	2.71	0	0	0	12	2014	1	16	9	5	140160110	36	3210	с	5	1	2	1	2	4	98
52	2.71	0	0	0	12	2014	2	22	12	7	140530257	36	3210	с	5	1	2	1	1	5	98
52	2.71	0	0	0	12	2014	10	6	14	2	142790152	36	3210	N	1	1	2	1	1	1	98
52	2.71	0	0	0	12	2014	2	20	14	5	140510121	36	3210	N	5	1	2	1	4	3	98
52	2.71	0	0	0	12	2015	9	30	18	4	152750136	36	3210	с	90	6	1	1	1	1	98
52	2.71	0	0	0	12	2015	10	15	12	5	152880100	36	3210	в	5	1	2	1	1	1	98
52	2.71	0	0	0	12	2015	1	19	14	2	150190079	36	3210	с	5	1	2	1	1	1	98
Total				11																	

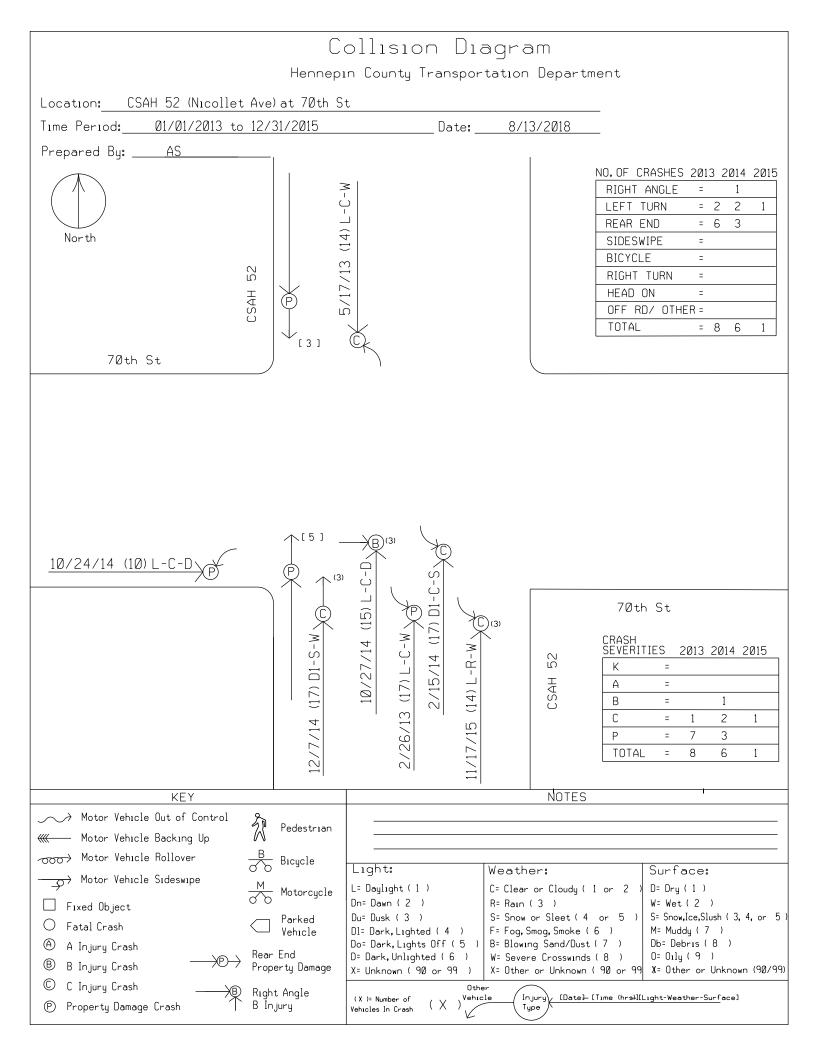
Attachment F – Collision Diagrams

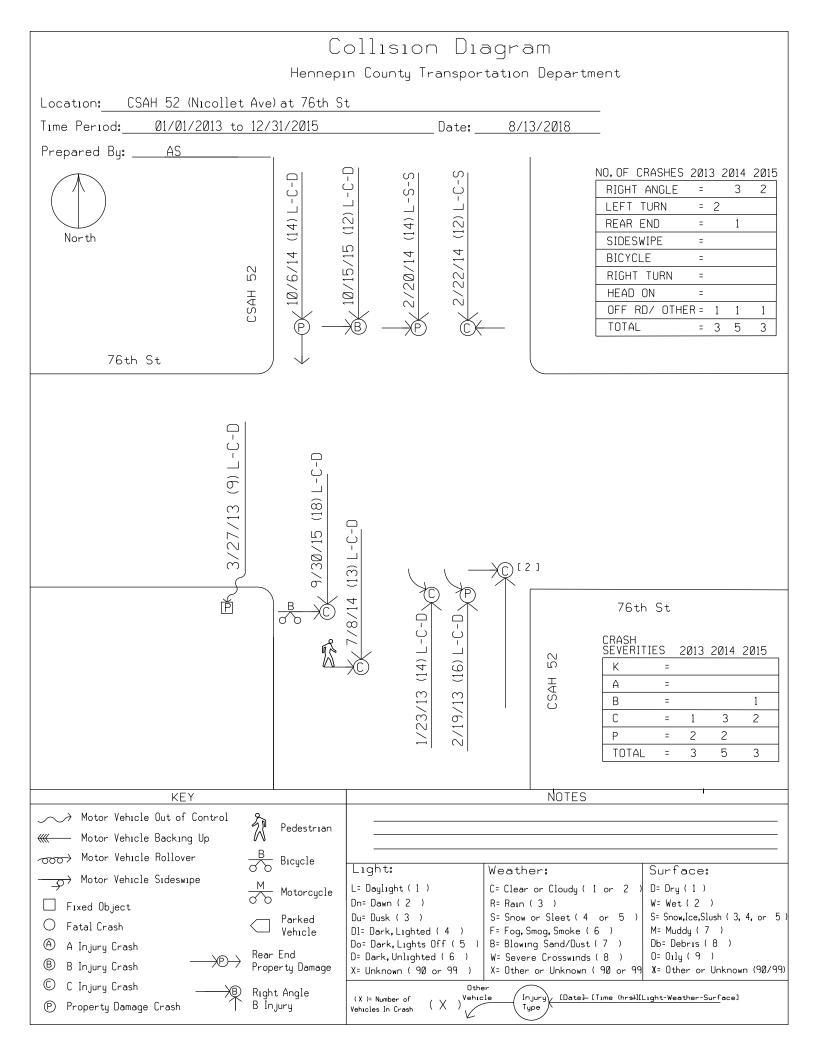












Attachment G – Documentation of CRFs



CMF / CRF Details

CMF ID: 4177

Changing left turn phasing from protected-permissive to flashing yellow arrow (FYA)

Description: CMFs are calculated the intersection level and not the treated approach(es) level.

Prior Condition: All treated approaches had protected-permissive left turn

Category: Intersection traffic control

Study: Evaluation of Safety Strategies at Signalized Intersections, Srinivasan, et al., 2011

Image: View the countermeasure image.

Star Quality Rating: 🙀 😭 👘

	Crash Modification Factor (CMF)
Value:	0.806
Adjusted Standard Error:	
Unadjusted Standard Error:	0.146

	Crash Reduction Factor (CRF)
Value:	19.4 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	14.6

	Applicability
Crash Type:	Left turn
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	

Road Division Type:	
Speed Limit:	
Area Type:	Urban
Traffic Volume:	
Time of Day:	Not specified
	If countermeasure is intersection-based
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 8260 to Maximum of 43000 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 600 to Maximum of 13745 Annual Average Daily Traffic (AADT)

	Development Details
Date Range of Data Used:	
Municipality:	
State:	NC, OR, WA
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	134 crashes before, 47 crashes after

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-06-2012
Comments:	

[View the Full Study Details]

Evenant Datail

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For more information, contact Karen Scurry at karen.scurry@dot.gov

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CMF / CRF Details

CMF ID: 5272

Install pedestrian countdown timer

Description: Install pedestrian countdown timer

Prior Condition: Unknown

Category: Intersection traffic control

Study: Evaluating pedestrian safety improvements, Van Houten et al., 2012

Star Quality Rating: ***** [View score details]

Crash Modification Factor (CMF)	
Value:	0.3
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	70 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	

Area Type:	Not specified
Traffic Volume:	
Time of Day:	
	If countermeasure is intersection-based
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Signalized
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details	
Date Range of Data Used:	
Municipality:	Detroit
State:	MI
Country:	
Type of Methodology Used:	Time series
Sample Size (sites):	449 sites

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-02-2013
Comments:	The study did not adjust the reduction in crashes at the treatment location based on the change in the comparison sites.

[View the Full Study Details]

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CMF / CRF Details

CMF ID: 7684

Change from permissive only to flashing yellow arrow protected/permissive left turn

Description: Change from permissive only to FYA - protected/permissive left turn

Prior Condition: Permissive phasing

Category: Intersection traffic control

Study: Safety Effectiveness of Flashing Yellow Arrow: Evaluation of 222 Signalized Intersections in North Carolina, Simpson and Troy, 2015

Star Quality Rating:	****** [View score details]
Crash Modification Factor (CMF)	
Value:	0.598

Adjusted Standard Error:	
Unadjusted Standard Error:	0.105

Crash Reduction Factor (CRF)	
Value:	40.2 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	10.5

Applicability	
Crash Type:	Left turn
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	

http://www.cmfclearinghouse.org/detail.cfm?facid=7684

Speed Limit:	35-55
Area Type:	Not specified
Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 7000 to Maximum of 49000 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 600 to Maximum of 17000 Annual Average Daily Traffic (AADT)

Development Details	
Date Range of Data Used:	2003 to 2013
Municipality:	
State:	NC
Country:	
Type of Methodology Used:	Other before/after
Sample Size (crashes):	31 crashes before, 23 crashes after
Sample Size (sites):	30 sites before, 30 sites after

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-01-2015
Comments:	Target crashes are defined as "left-turn same roadway crashes with the left-turner on an approach treated with FYA and occurring during the time of day when FYA is in operation".

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CMF / CRF Details

CMF ID: 8790

Install pedestrian countdown timer

Description: Install pedestrian countdown timer

Prior Condition: No PCS installed

Category: Intersection traffic control

Study: Developing Crash Modification Factors to Quantify Impacts of Pedestrian Countdown Signals to Drivers, Kitali et al., 2017

Star Quality Rating:	
----------------------	--

Crash Modification Factor (CMF)	
Value:	0.912
Adjusted Standard Error:	
Unadjusted Standard Error:	0.029

Crash Reduction Factor (CRF)	
Value:	8.8 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	2.9

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	2 to 6
Road Division Type:	
Speed Limit:	30 to 55
Area Type:	

Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 6033 to Maximum of 57458 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 567 to Maximum of 36000 Annual Average Daily Traffic (AADT)

Development Details	
Date Range of Data Used:	2003 to 2014
Municipality:	Jacksonville and Gainesville
State:	FL
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	2022 crashes before, 1574 crashes after
Sample Size (sites):	110 sites before, 110 sites after

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	
Comments:	

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Everet Detail

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CMF / CRF Details

CMF ID: 8824

Install Red-light indicator lights

Description: Red-light indicator lights are mounted on the signal head or on the mast arm. The indicator activates simultaneously with the red interval, allowing an enforcement officer downstream to identify if a vehicle has violated the red interval.

Prior Condition: 4-legged signalized intersection without RLIL

Category: Advanced technology and ITS

Study: Safety Evaluation of Red-Light Indicator Lights in Florida, Himes et al., 2017

Star Quality Rating:	YYYYY [View score details]	
	Crash Modification Factor (CMF)	
Value:	0.713	
Adjusted Standard Error:		
Unadjusted Standard Error:	0.048	
	Crash Reduction Factor (CRF)	
Value:	28.7 (This value indicates a decrease in crashes)	
Adjusted Standard Error:		
Unadjusted Standard Error:		
	Applicability	
Crash Type:	Other	
Crash Severity:	All	
Roadway Types:	Not specified	
Number of Lanes:		
Road Division Type:		
Speed Limit:		

Not specified

Area Type:

http://www.cmfclearinghouse.org/detail.cfm?facid=8824

Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 5900 to Maximum of 80500 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 845 to Maximum of 62666 Annual Average Daily Traffic (AADT)

Development Details	
Date Range of Data Used:	2003 to 2012
Municipality:	
State:	FL
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	299 crashes before, 336 crashes after
Sample Size (sites):	108 sites before, 108 sites after
Sample Size (site-years):	365 site-years before, 599 site-years after

Other Details											
Included in Highway Safety Manual?	No										
Date Added to Clearinghouse:											
Comments:	This CMF is for "disobey signal" crashes.										

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Attachment H – Benefit/Cost Ratios

B/C worksheet			Control Section	T.H. / Roadway		Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends		
		-		Portland Avenue	At American Boul	evard			2.28	2.34	Hennepin County	1/1/2013	12/31/2015		
			Descripti Proposed			vert phasing from prot/perm to FYA prot/perm (CMF ID 4177; 19% reduction in LT crashes on Portland Ave) Il confirmation lights (CMF ID 8824; 29% reduction in right angle crashes on Portland Ave)									
Accid	ent Di	agram Codes	1	· · · · ·	2	3		5	4, 7	8, 9		6, 90, 98, 99			
						ſ	-	→		- 4	Pedestrian	Other	Total		
	Fatal	F													
	y (PI)	A													
Study Period:	Personal Injury (PI)	В		3								1	4		
Number of Crashes		С		4			3	3					10		
	Property Damage	PD		9	4		3	3					19		
% Change	Fatal	F													
in Crashes															
*Use FHWA	PI	в													
cmfclearingho use for Crash		С					-19%	-29%							
Reduction Factors	Property Damage	PD				-13%		-19%							
	Fatal	F													
		A													
Change in Crashes	PI	В		0.00								0.00			
= No. of		С		0.00			-0.58	-0.86					-1.44		
crashes X % change in crashes	Property Damage	PD		0.00	0.00		-0.39	-0.57					-0.96		
Year (Safety I	mprov	vemen	t Construct	ion)	2022					-					
Project Cost (exclude Right of Way) \$						Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit		B/C=	3.79		
Right of Way	Right of Way Costs (optional)								\$ 1,180,000		Using present	worth value	25,		
Traffic Growth Factor 2%						Α			\$ 590,000		B=		682,663		
Capital Recovery						В			\$ 170,000		C= See "Calculat		180,000		
1. Discount Rate 4.5%						С	-1.44	-0.48	\$ 87,000	\$ 41,885	amortization.	iono oncerj	~.		
2. Project Service Life (n) See Appx F 20						PD	-0.96	-0.32	\$ 7,800	\$ 2,501	-				
						Total			Updated 3-02-2018	\$ 44,386					

B/C worksheet		Control Section	T.H. / Roadway		Location	1		Beginning Ref. Pt.		Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends	
					At 86th Street				1.47		1.56	Hennepin County	1/1/2013	12/31/2015
			Descripti Proposed		Convert phasing Install confirmat							and Ave and	86th St)	
Accid	ent Dia	agram Codes			2	3	<]	5	4,7	_	,9	Pedestrian	6, 90, 98, 99 Other	Total
	Fatal		-					> *			> +			
Study Period:		F												
	Personal Injury (PI)	A B					1							1
Number of Crashes		С					1	4						5
	Property Damage	PD				1	3	2		1				7
% Change	Fatal	F												
in Crashes		А												
<u>*Use FHWA</u>	PI	в					-40%							
cmfclearingho use for Crash Reduction	2.0	С					-40%	-22%						
Factors	Property Damage	PD					-40%	-29%						
	Fatal	F												
		A												
Change in Crashes	PI	В					-0.40							-0.40
= No. of crashes X	20	С					-0.40	-0.86						-1.26
% change in crashes	Property Damage	PD			0.0	0	-1.21	-0.57	0.	.00				-1.78
Year (Safety I	mprov	emen	t Construct	tion)	202	2								
Project Cost	Project Cost (exclude Right of Way) \$ 185,00						Study Period: Change in Crashes	Annual Change in Crashes	Cost per Cras	sh	Annual Benefit		B/C=	5.56
Right of Way Costs (optional)						F			\$ 1,180,00			Using present worth values,		
Traffic Growth Factor 2%						А			\$ 590,00	00		$B = \frac{1,028,4}{2}$		
Capital Recovery					В	-0.40	-0.13	\$ 170,00	00	\$ 22,801	C= \$ 185,0 See "Calculations" sheet for			
1. Discount Rate 4.5%						С	-1.26	-0.42	\$ 87,0	00	\$ 36,660	see Calculat amortization.	ions sneet]	UI
2. Project S	ervice	Life	(n) See A	oppx F	20	PD	-1.78	-0.59	\$ 7,8	00	\$ 4,632			
						Total			18	\$ 64,094				

Noncort phanes from pero only is PTA you/pero (CME ID 7884, 40% reduction for right angle centers on Pertiand Ave) Noncort phanes from pero only is PTA you/pero (CME ID 7884, 40% reduction for right angle centers on Pertiand Ave) Noncort phanes from pero only is PTA you/pero (CME ID 7884, 40% reduction for right angle centers on Pertiand Ave) Noncort phanes from pero only is PTA you/pero (CME ID 7884, 40% reduction for right angle centers on Pertiand Ave) Noncort phanes from pero only is PTA you/pero (CME ID 7884, 40% reduction for right angle centers on Pertiand Ave) Noncort phanes from pero only is PTA you/pero (CME ID 7884, 40% reduction for right angle centers on Pertiand Ave) Noncort phanes from pero only is PTA you/pero (CME ID 7884, 40% reduction for right angle centers on Pertiand Ave) Noncort phanes from pero only is PTA you/pero (CME ID 7884, 40% reduction for right angle centers on Pertiand Ave) Noncort phanes from pero only is PTA you/pero (CME ID 7884, 40% reduction for right angle centers on Pertiand Ave) Noncort phanes from pero only is PTA you/pero (CME ID 7884, 40% reduction for right angle centers on Pertiand Ave) Noncort phanes from pero only is PTA you/pero (CME ID 7884, 40% reduction for right angle centers on Pertiand Ave) Noncort phanes from pero only is PTA you/pero (CME ID 7884, 40% reduction for right angle centers on Pertiand Ave) Noncort pero (CME ID 7884, 40% reduction for right angl	B/C worksheet			Control Section			Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township Hennepin	Study Period Begins	Study Period Ends	
Project Work Haall confirmation ligo (CMF ID 8524: 29% reduction for right angle craskes on Purtured Ave) Accorder Mage 9 of set				Descript		At 90th Street Convert phasing fro	om perm o	nlv to FYA pro	t/perm (CMF)			1/1/2013	12/31/2015		
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Accid	lent T	liaoran	Propose			n lights (CMF ID 8824; 29% reduction for right angle crashes on Portland Ave)								
Image: Study Period: Image: Study Period: Study P												Pedestrian		Total	
Study Period: Number of Crashes A Image of C A Image of C Image of		1	\geq			>			>						
Change Image of the second secon		_													
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Stee dee	ury (Pl	A												
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% Change in Crashes is F Image in Crashes F Image in Crashes Image i								2	2					4	
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Capital Recovery B -0.57 -0.19 \$ 170,000 \$ 32,556 C= \$ 140,000 1. Discount Rate 4.5% C -0.98 -0.33 \$ 87,000 \$ 28,330 See "Calculations" sheet for amortization													979,348		
1. Discount Rate 4.5% C -0.98 -0.33 \$ 87,000 \$ 28,330 See "Calculations" sheet for amortization	Capital Reco						В	-0.57	-0.19	\$ 170,000	\$ 32,556	C=	\$	140,000	
2. Project Service Life (n) See Appx F 20 PD -1.07 -0.36 \$ 7,800 \$ 2,790						С		-0.33	\$ 87,000		See "Calculation	s" sheet for	amortization.		
	2. Project S	Servi	ce Lif	e (n) See	Appx F		PD	-1.07	-0.36	\$ 7,800	\$ 2,790				
Total \$ 63,676							Total				\$ 63.676				

B/C worksheet		Control Section			Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends		
WOIK	5110			•	At CSAH 1 (98th				0.00	0.03	Hennepin County	1/1/2013	12/31/2015	
			Descript Propose		Convert phasing fr Install pedestrian c						rashes on Portland Ave)			
Accio	dent D	iagran Code	n 1		2	3		5	4, 7	8, 9		6, 90, 98, 99		
					→	ع		.			Pedestrian	Other	Total	
	Fatal	F			F									
		_												
Study Period:	Personal Injury (PI)	A B								1			1	
Number of Crashes		-		2				1				1	4	
	Property			1			1						2	
% Change	Fatal	F												
in Crashes		A												
<u>*Use FHWA</u>	PI	В												
cmfclearingho use for Crash		с										-70%		
Reduction Factors	Property	PD	,											
	Fatal	F												
		A												
Change in Crashes	PI	В							0.0	0				
= No. of		С		0.00				0.00				-0.70	-0.70	
crashes X % change in crashes	Property	PD	,	0.00			0.00							
Year (Safety	Impro	overner	nt Construc	ction)	2022									
Proiect Cost	(excl	ude R	ight of Wa	v)	\$ 170,000	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit		B/C=	1.84	
Project Cost (exclude Right of Way) \$ 170 Right of Way Costs (optional) \$ 170						F			\$ 1,180,000		Using present	t worth value	25	
Traffic Growth Factor 2%						A			\$ 1,130,000 \$ 590,000		B=		312,503	
Capital Recovery						В			\$ 170,000)	C=	\$	170,000	
1. Discount Rate 4.5%						С	-0.70	-0.23	\$ 87,000	\$ 20,319	See "Calculat amortization.	ions" sheet j	tor	
2. Project Service Life (n) See Appx F 20						PD			\$ 7,800					
						Total				\$ 20,319				
									Updated 3-02-2018					

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B/C worksheet			Control Section	T.H. / Roadway		Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
				Nicollet Avenue	At 70th Street				3.43	3.49	Hennepin County	1/1/2013	12/31/2015
			Descripti Proposed		Convert phasing fi Install confirmatio			et Ave)					
Accident Diagram 1 Codes					2	3		5	4, 7	8, 9		6, 90, 98, 99	
					_	f		.+			Pedestrian	Other	Total
	Fatal	F											
		A											
Study Period:	Personal Injury (PI)	в						1					1
Number of Crashes		С		1			3						4
	Property Damage	PD		8			2						10
% Change	Fatal	F											
in Crashes		А											
<u>*Use FHWA</u>	PI	В						-29%					
cmfclearingho use for Crash Reduction	2.0	С				-40							
Factors	Property Damage	PD					-20%						
	Fatal	F											
		A											
Change in Crashes	PI	В						-0.29					-0.29
= No. of		С		0.00			-1.21						-1.21
crashes X % change in crashes	Property Damage	PD		0.00			-0.40						-0.40
Year (Safety I				ion)	2022								
Project Cost (exclude Right of Way) \$ 160,00						Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit		B/C=	4.82
Right of Way Costs (optional)						F			\$ 1,180,000)	Using present	worth value	25,
Traffic Growth Factor 1%					А			\$ 590,000)	B=		771,931	
Capital Recovery					В	-0.29	-0.10	\$ 170,000	\$ 16,278	C= See "Calculat		160,000 For	
1. Discount Rate 4.5%					С	-1.21	-0.40			amortization.	···· ,		
2. Project S	ervic	e Life	(n) See A	ppx F	20	PD Total	-0.40	-0.13	\$ 7,800	9 \$ 1,046	-		
						Total			Updated 3-02-2018	\$ 52,330			

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B/C worksheet		Control Section	T.H. / Roadway		Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends	
		-			At 76th Street				2.66	2.74	Hennepin County	1/1/2013	12/31/2015
			Descripti Proposed		Convert phasing fr Install confirmation	om perm n lights (C	only to FYA p MF ID 8824:	orot/perm (CN 29% reduction	MF ID 7684; 40% on in right angle c	reduction in LT c	rashes on Portla l Ave)	and Ave)	
Accident Diagram 1 Codes					2	3		5	4, 7	8, 9		6, 90, 98, 99	
						4	◀]				Pedestrian	Other	Total
F Eata				-							-		
Study	Personal Injury (PI)	A											
Period:	onal In	B						1					1
Number of Crashes		С					1	3				2	6
	Property Damage	DD		1			1	1		1			
	Fatal D			1			1	1		1			4
% Change in Crashes	Fa	F											
		A											
<u>*Use FHWA</u> cmfclearingho	PI	B						-29%					
use for Crash Reduction		с					-40%	-29%					
Factors	Property Damage	PD					-40%						
	Fatal	F											
		A											
Change in Crashes	PI	в						-0.29					-0.29
= No. of		С					-0.40	-0.86				0.00	-1.26
crashes X % change in	operty image									_			
crashes	Prop Dam		<u> </u>	0.00			-0.40	0.00	0.0	0			-0.40
Year (Safety)	Improv	/emen	t Construct	10n)	2022		Study						
						Turne	Period:	Annual Changa in		A		B/C=	7.58
Project Cost	(exclu	ide Ri	ght of Way)	\$ 105,000	Type of Crash	Change in Crashes	Change in Crashes	Cost per Crash	Annual Benefit		2/0	
Right of Way Costs (optional)						F			\$ 1,180,000)	Using present	t worth value	25,
Traffic Growth Factor 1%						А			\$ 590,000)	B=	\$	796,337
Capital Recovery						В	-0.29	-0.10	\$ 170,000) \$ 16,278			105,000
1. Discount Rate 4.5%						С	-1.26	-0.42	\$ 87,000) \$ 36,660	See "Calculat amortization.	ions" sheet f	for
2. Project S	ervice	e Life	(n) See A	ppx F	20	PD	-0.40	-0.13	\$ 7,80) \$ 1,046			
										\$ 53,985			
L									Updated 3-02-2018				

Updated 3-02-2018

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ACTION TRANSMITTAL – 2021-30

DATE:	August 27, 2021	
TO:	Technical Advisory Committee	
FROM:	TAC Funding and Programming Committee	
PREPARED BY:	Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)	
	Steve Peterson, Manager of Highway Planning and TAB/TAC Process (<u>steven.peterson@metc.state.mn.us</u>)	
	Elaine Koutsoukos, TAB Coordinator (elaine.koutsoukos@metc.state.mn.us)	
SUBJECT:	2022 Regional Solicitation: Funding Category Minimum and Maximum Funding Amounts	
REQUESTED ACTION:	Approval of the minimum and maximum funding amounts for the 2022 Regional Solicitation	
RECOMMENDED MOTION:	 That TAC recommended that the Transportation Advisory Board adopt minimum and maximum federal funding amounts for the 2022 Regional Solicitation reflective of the 2020 Regional Solicitation, with the following changes: Increasing the minimum award in Traffic Management Technologies to \$500,000. Increasing the maximum award in Pedestrian Facilities to \$2,000,000. 	

BACKGROUND AND PURPOSE OF ACTION: Shown in Table 1 are the minimum and maximum federal funding amounts used for the 2020 Regional Solicitation. One change that has been discussed is a reduction of the Strategic Capacity maximum from the \$10M that was established in 2020 back to \$7M, based on the deference the larger amount provides to the category. In 2020, this amount was increased to enable key expansion projects to get around 1/3 of the total project cost funded through the Regional Solicitation, particularly for interchange projects. No change from 2020 has been recommended by any committee as of this date.

Prior to the 2016 Regional Solicitation, modest inflation adjustments were made to each federal award, based on program year (usually around 2% per year). This practice was eliminated in 2016 to enable funding of more projects.

Modal Application Categories	Min Federal Award	Max Federal Award		
Unique Projects	\$500,000	\$4,000,000*		
Roadways Including Multimodal Elements				
Traffic Management Technologies	\$ 250<u>500</u>,000	\$3,500,000		
 Spot Mobility and Safety 	\$1,000,000	\$3,500,000		
Strategic Capacity	\$1,000,000	\$10,000,000		
Roadway Reconstruction/ Modernization	\$1,000,000	\$7,000,000		
Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000		
Transit and TDM Projects	Transit and TDM Projects			
Arterial Bus Rapid Transit Project	N/A	\$25,000,000		
Transit Expansion	\$500,000	\$7,000,000		
Transit Modernization	\$500,000	\$7,000,000		
 Travel Demand Management (TDM) 	\$100,000	\$500,000		
Bicycle and Pedestrian Facilities				
Multiuse Trails and Bicycle Facilities	\$500,000	\$5,500,000		
Pedestrian Facilities	\$500,000	\$ 1,000,000<u>2,000,000</u>		
 Safe Routes to School (Infrastructure) 	\$250,000	\$1,000,000		

Table 1: Application Federal Minimum and Maximum Awards

*The maximum award for unique projects is total amount available for this application category in a funding cycle. For the 2022 funding cycle, the total amount available is approximately \$4,000,000.

STAFF ANALYSIS: Staff recommends maintaining the minimum and maximum federal awards for the Roadways, Transit/TDM, and Bicycle/Pedestrian Facilities categories. For Unique Projects, staff recommends a \$500,000 minimum, while the maximum of approximately \$4,000,000 is reflective of the total available after funding the Travel Behavior Inventory. Further, staff recommends a determination that inflation not be added to projects selected, consistent with the approach from the last three cycles.

In response to a request at the August 19, 2021, Funding and Programming Committee meeting, staff explored the impacts of the increased maximum funding from \$7M to \$10M in the Strategic Capacity category. This increase has only been used for one cycle thus far. In that cycle, five projects received \$10M and had they received \$7M, roughly \$15M would have been able to be distributed in other modes and/or in other roadway categories. While all three modes were funded within their TAB-established rangers, Transit was funded near the bottom of its range, while the Bicycle/Pedestrian and Roadways categories were funded above their ranges. It is therefore likely that additional transit projects would have been funded. Each cycle, the funding scenarios tend to be products of various circumstances and it is therefore not necessarily the case that the impact will be the same in the next Solicitation. In fact, the impact would have been with a \$7M maximum federal award.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding.

COMMITTEE COMMENTS AND ACTION: At its August 19, 2021, meeting the TAC Funding and Programming Committee unanimously recommended approval of the 2020 minimum and maximum federal funding amounts, with the following changes:

• Increasing the minimum award in Travel Management Technologies to \$500,000.

• Increasing the maximum award in Pedestrian Facilities to \$2,000,000.

Members discussed the possibility of raising the Traffic Management Technologies and Bicycle and Pedestrian Facilities minimum amounts as a way prevent applicants from subjecting themselves to too many federal rules and too much administration for small projects. With lack of a certain consensus, the increased minimum federal amount for the Bicycle and Pedestrian categories was not included in a motion. Members also favored increasing the federal maximum award in the Pedestrian Facilities category to \$2M. The results of this discussion are highlighted in the above recommendation and are tracked in Table 1.

Regarding the \$10M maximum in Strategic Capacity, one member chose not to discuss a recommendation, viewing it as a policy consideration, though that member did request the above-discussed impact of the increase from \$7M to \$10M.

ROUTING			
ТО	ACTION REQUESTED	DATE SCHEDULED / COMPLETED	
TAC Funding & Programming Committee	Review & Recommend	8/19/2021	
Technical Advisory Committee	Review & Recommend	9/1/2021	
Transportation Advisory Board	Review & Adopt	9/15/2021	

ACTION TRANSMITTAL – 2021-32

DATE:	August 27, 2021	
TO:	Technical Advisory Committee	
FROM:	TAC Funding and Programming Committee	
PREPARED BY:	Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)	
	Steve Peterson, Manager of Highway Planning and TAB/TAC Process (<u>steven.peterson@metc.state.mn.us</u>)	
	Elaine Koutsoukos, TAB Coordinator (<u>elaine.koutsoukos@metc.state.mn.us</u>)	
SUBJECT:	2022 Regional Solicitation: Measures and Scoring Guidance	
REQUESTED ACTION:	Approval of the attached measures and scoring guidance for each application category for the 2022 Regional Solicitation	
RECOMMENDED MOTION:	That TAC recommended that the Transportation Advisory Board approve the attached measures and scoring guidance for each application category for the 2022 Regional Solicitation including addition of a 75% check-box in Risk Assessment addressing where MnDOT trunk highways are impacted and a MnDOT staff-approved layout is required and moving 45 points from Measure 5A to the Risk Assessment (Measure 5B) in the Safe Routes to School category.	

BACKGROUND AND PURPOSE OF ACTION: The Regional Solicitation for federal transportation project funding is part of the Metropolitan Council's federally required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. TAB selects projects for funding from two federal programs: the Surface Transportation Block Grant (STBG) program and the Congestion Mitigation and Air Quality Improvement (CMAQ) program. The attached materials include the application categories, criteria for each category, proposed measures within the criteria, and proposed scoring guidance for the 2022 Regional Solicitation.

Key Changes Proposed:

Proposed Changes to Universal Measures:

- The pedestrian safety measure (Spot Mobility and Safety, Strategic Capacity, Roadway Reconstruction/Modernization) is proposed for adjustments based on the Pedestrian Safety Action Plan. (See pages 34 – 39)
- In all categories, the Equity and Affordable Housing criterion is proposed to score equity and housing more holistically by considering outreach and bonus points in each. Housing is proposed to focus on project-specific data, with the Housing Performance Score proposed for removal. (See pages 8 – 12)
- 3. In all categories except for TDM, the Risk Assessment form is proposed to be updated to (See pages 18 20):
 - a. Simplify and clarify outreach and remove some focus off meetings.
 - b. Define and clarify what is needed for a layout.

- c. Clarify right-of-way.
- 4. Within the Layout section of the Risk Assessment, the addition of a 75% check-box where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required (See page 19).
- 5. In the Safe Routes to School category, removal of Measure 5A, Public Engagement, and shifting of points to the Public Involvement piece of the Risk Assessment. This moves 45 points to that part of the Risk Assessment and results in that category shifting its Risk Assessment weighting from a) to b) as follows (See pages 204 207):
 - a. All other Categories:
 - i. Public Involvement: 20%
 - ii. Layout: 25%
 - iii. Section 106 Resource: 15%
 - iv. Right-of-Way: 25%
 - v. Railroad Involvement: 15%
 - b. Updated Safe Route to School (rounded numbers and percentages)
 - i. Public Involvement: 62 points (48%)
 - ii. Layout: 21points (16%)
 - iii. Section 106 Resource: 13 points (10%)
 - iv. Right-of-Way: 21points (16%)
 - v. Railroad Involvement: 13 points (10%)

The point values for ii through v do not change. The percentages change by bringing 45 points into i.

Note: this does not include the Unique Projects category, which is addressed in item 2021-27.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding.

COMMITTEE COMMENTS AND ACTION: At its August 19, 2021, meeting the TAC Funding and Programming Committee recommended approval of the attached measures and scoring guidance for each application category for the 2022 Regional Solicitation including addition of a 75% check-box in Risk Assessment addressing where MnDOT trunk highways are impacted and a MnDOT staff-approved layout is required and eliminating Safe Routes to School Measure 5A in favor of shifting the points to Measure 5B-1.

Much discussion was related to redundancy within the Safe Routes to School Category, where Measure 5A addresses public outreach, as does a part of the Risk Assessment (Measure 5B-1). Staff has interpreted this as increasing the value of 5B-1 within the risk assessment, as addressed in change 5 above.

Because it is difficult to get an approved layout for a MnDOT project, discussion led to change 4 above, in order to increase the points awarded to some applications unable to have a final layout. There was also discussion related to how layouts are not supposed to be predetermined prior to entering the FHWA environmental process and the possibility of avoiding the term "approved" for layouts. While it is not possible for a project on MnDOT right-of-way to be afforded full points, this may be fair, as there is still risk.

There was also discussion on the whether to vary the ½-mile buffer area by community designation in the Equity and Affordable Housing criterion (no change is suggested).

ROUTING

ТО	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	8/19/2021
Technical Advisory Committee	Review & Recommend	9/1/2021
Transportation Advisory Board	Review & Adopt	9/15/2021

ACTION TRANSMITTAL – 2021-35

DATE:	August 27, 2021	
TO:	Technical Advisory Committee	
FROM:	TAC Funding and Programming Committee	
PREPARED BY:	Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)	
	Steve Peterson, Manager of Highway Planning and TAB/TAC Process (<u>steven.peterson@metc.state.mn.us</u>)	
	Elaine Koutsoukos, TAB Coordinator (<u>elaine.koutsoukos@metc.state.mn.us</u>)	
SUBJECT:	2022 Regional Solicitation: Release for Public Comment	
REQUESTED ACTION:	Approval of the draft 2022 Regional Solicitation for release for public comment	
RECOMMENDED MOTION:	That TAC recommended that the Transportation Advisory Board approve the draft 2022 Regional Solicitation (inclusive of the approvals made in Action Transmittals 2021-27, 2021-28, 2021-29, 2021-30, 2021-31, 2021-32, 2021-33, and 2021-34) for release for public comment.	

BACKGROUND AND PURPOSE OF ACTION: Staff asks that TAB release the Draft 2022 Regional Solicitation package for review and public comment. This package will solicit funding through the Surface Transportation Block Grant (STBG) program and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Regional Solicitation will be released for comment on September 16, with comments due November 1. After the public comment period, a revised draft solicitation package will be prepared for the TAB's November meeting.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding.

COMMITTEE COMMENTS AND ACTION: At its August 19, 2021, meeting the TAC Funding and Programming Committee unanimously recommended release of the 2022 Regional Solicitation Regional Solicitation (inclusive of the approvals made in Action Transmittals 2021-27, 2021-28, 2021-29, 2021-30, 2021-31, 2021-32, 2021-33, and 2021-34) for public comment.

ROUTING			
ТО	ACTION REQUESTED	DATE SCHEDULED / COMPLETED	
TAC Funding & Programming Committee	Review & Recommend	8/19/2021	
Technical Advisory Committee	Review & Recommend	9/1/2021	
Transportation Advisory Board	Review & Adopt	9/15/2021	

TRANSPORTATION IMPROVEMENT PROGRAM

Public Comment Report



August 2021

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

Metropolitan Council Members

Charlie Zelle	Chair
Judy Johnson	District 1
Reva Chamblis	District 2
Christopher Ferguson	District 3
Deb Barber	District 4
Molly Cummings	District 5
Lynnea Atlas-Ingebretson	District 6
Robert Lilligren	District 7
Abdirahman Muse	District 8

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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.

Comment Overview

This comment report summarizes comments received for the Draft 2022-2025 Public Comment Period. The draft plan was released for the purposes of public comment on May 19, 2021, and comments were accepted through July 6, 2021. During that time, the plan was available on the Metropolitan Council's website and through printed copies as requested.

The Council proactively promoted availability of the comment draft, including advertising it and the public meeting through social media and other means. The Council hosted a public meeting on June 22, 2021.

The following report includes a spreadsheet that summarizes the comments received, the individual or agency that made the comment, the staff response to the comment, and any changes made to the Transportation Improvement Program.

Nearly 150 commenters participated – both individuals and representatives of organizations, including local governments and non-profit organizations. We logged 478 comments.

People engaged	 Web pages – 861 unique visitors Facebook people reached – 1,108 [post 1] 361 [post 2] Facebook engagement – 48 actions [post 1] 5 actions [post 2] Twitter engagement – 4 actions [tweet 1] 12 actions [tweet 2]
Stakeholders involved	Nearly 150
Meetings/interactions	Public meeting26 attendees, 1 speaker
Interest groups and agencies engaged	 Anoka County Board of Commissioners Carver County City of Minneapolis Fresh Energy Health Professionals for a Healthy Climate Hennepin County Metropolitan Council Minnesota Association of Railroad Passengers Minnesota Department of Transportation Move Minnesota Prairie Lutheran Church St. Anthony Park Community Council/District 12
Methods used	 Web announcement and web page notice GovDelivery email announcement Facebook Twitter Star Tribune classified advertising Public meeting
Comments received through	 Email Mail Public meeting

Key Engagement Themes

Public comments produced the following themes:

- Acknowledge climate change
 - reduce greenhouse emissions
 - avoid new highway expansion
 - o promote racial and economic equity
- Prioritize and expand
 - o transit
 - travel demand management
 - bike and pedestrian-only projects
- Transition diesel buses to electric
- Prioritize
 - electric vehicle charging infrastructure
 - quicker adoption of electric vehicles
 - o electric bus deployment in poor air quality areas
- Reduce vehicle miles traveled
- Accelerate reducing traffic deaths and serious injuries through more aggressive safety targets

How to Use this Document

The following spreadsheet summarizes the comments received, who made each comment, and the staff response to each comment. There is an index of all comment contributors with an identifying number attached. Many people made similar comments, so a generalized summary of comments is preceded by the identifying number of the people or groups who made each comment.

In order to find the comments of an individual or group, follow these steps:

- 1. Look for an individual or group name on the List of Commenters table.
- 2. To the left of the name is their commenter identification number.
- 3. Hold down the "control" key on the keyboard and hit the "F" key at the same time.
- 4. Type the commenter identification number and hit the Enter key.
- 5. Your document software will identify all the comments that were made by that commenter.

Commenter Number	Commenter Name	Organization
1	Bill Clancy	
2	Guthrie Byard	Metropolitan Council
3	Jared Johnson	
4	Kristin Mroz	
5	Michael Shannon	
6	Serafina Scheel	
7	Nico Zbacnik	
8	Jenifer Hager	City of Minneapolis
9		Hennepin County
10	Jonathan Smith	Prairie Lutheran Church
11	Anna Pierce	Minnesota Department of Transportation
12	Lyndon Robjent	Carver County
13		Minnesota Association of Railroad Passengers
14	Anne Chatelaine	
15	Catherine Fleming	
16	Michael Brooks	
17	David Frenkel	
18	Jeff and Laurie Christopherson	
19	David and Alice Duggan	
20	Peter Vickerman	
21	Troy Davison	
22	Mike Allen	
23	Sam Penders	
24	Derek Eicholz	
25	Douglas Schairer	
26	@lieholepiehole	
27	Margaret Levin	
28	Bill Mears	
29	Mary Ludington	
30	Brianna Mann	
31	Moraski Kathleen	
32	Paul Gregory	
33	Beth Minehart	
34	Amy Grace	
35	Roxanne Friedenfels	
36	Susan Gjersvik	

Commenter Number	Commenter Name	Organization
37	Anthony Thompson	
38	Derek Steele	
39	Steve Wiley	
40	Luis Olvera	
41	Linda Maloney	
42	Christian Berglund	
43	Amy Hubbard	
44	Jessica Richard	
45	Linda Nelssen	
46	Mary Hillesheim	
47	Michael Erickson	
48	Federico Rossi	
49	Robert Seidel	
50	Kristine Runyon	
51	Molly Peterson	
52	Joshua Houdek	
53	Richard Ottman	
54	Michael Bahr	
55	Kathy Steinhauer	
56	Lawrence Bogolub	
57	Pam Martin	
58	Jennifer Krinke	
59	Charles Steffel	
60	Betsey Porter	
61	Barnett Press	
62	George Muellner	
63	Barb Thoman	
64	Nora Plesofsky	
65	Jennifer Cantine	
66	Rebecca West	
67	Jean Greenwood	
68	Wade Johnson	
69	Lynda Pauling	
70	Mark Neuman-Scott	
71	lan Radtke-Rosen	
72	Ann Koller	
73	Jean Buckley	
74	Cora Preston	
75	Jessica Barber- Bauman	

Number	Commenter Name	Organization
76	Rosemary Harris	
77	Irene Bussjaeger	
78	Laurie Skelly	
79	John Kniprath	
80	Michael Chutich	
81	Melissa Partin	
82	Vicki Smith	
83	Scott Dahlquist	
84	Daniel Bembenek	
85	R A Fuller	
86	Judy Gregg	
87	Deborah Steinmetz	
88	Christine Pikala	
89	Deb Lily	
90	Elizabeth Burr	
91	Tommy Markley	
92	Verlaine Halvorsen	
93	Robert Chase	
94	Brian Tang	
95	Barbara Brockway	
96	Naomi Durant	
97	Rachel Kerr	
98	Chad Martin	
99	Patricia Whebbe	
100	Robert Hoffman	
101	Michelle Krueger	
102	Lucy Elliott	
103	Kelsey Brodt	
104	Kate Blau	
105	Maddie Henderson	
106	Leslie Martin	
107	Paul Densmore	
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110	Gabriela Santiago	
111	Lois Larson	
112	Alison Thorson	
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404 Jahrs Levelse	
124 John Ledder	
125 Susan Kallman	
126 Teddie Potter	
127 John Ressler	
128 David Wilemski	
129Aileen Cole	
130 Mary Voight	
131 Kathy Magne	
132 Alicia Valenti	
133 Kathleen Schuler Health Professiona for a Healthy Clima	
134 David W Hunter, MD	
135 Nicholas Frye	
136 Serafina Scheel	
137 Larisa Speetzen	
138Art Hanson	
139 Kathryn Murray St. Anthony Park Community Council/District 12	
140 Jesse Mortenson	
141 Sam Rockwell Move Minnesota	
142 Yin Liu	
143 Randy Nies	
144 Julia Curran	
145 Anna Johnson Fresh Energy Janiece Watts Anjali Bains	
146 Scott Schulte Anoka County Boa of Commissioners Anoka County Boa Anoka County Boa	rd
147 Pat Thompson	

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Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects often include multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide u	27, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 107, 108, 109, 110, 111, 112, 113, 114, 116, 117, 118, 119, 120, 121, 122, 123, 125, 126, 127, 131, 132, 133, 137, 138, 142, 143, 145

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Highways, greenhouse gas emissions and racial and economic equity	Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity.	The largest outlay of highway funding in the draft TIP is for preservation of roads, bridges, and other highway infrastructure. The Councils is currently working on several studies related to emissions and will develop strategies to reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and help address the needs of a growing population and economy. Local cities, counties, region, MnDOT, the Minnesota Legislature, and the United States Department of Transportation all play a part in funding these projects and do so because these projects have a number of benefits beyond congestion relief, including improving safety, freight movements, economic development, and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Transportation Policy Plan lays out investment principles for highway mobility projects so that they are multimodal, use existing right-of-way, are coordinated with other planned projects, utilize a lower-cost/high return-on-investment approach, and reduce environmental impacts. This approach results in projects like price managed lanes where carpoolers and public transit can use the lane free of charge instead of new general-purpose freeway lanes. On arterial roadway projects, this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, and safer multimodal crossings that are built as part of expansion projects. The TPP lays out that project sponsors consider a tiered approach that considers investments in the following order when a mobility issue is identified: travel demand management; traffic management technologies; lower cost-high benefit spot mobility projects; priced managed lane; then finally strategic capacity enhancements.	27, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 107, 108, 109, 110, 111, 112, 113, 114, 116, 117, 118, 120, 122, 123, 125, 126, 127, 132, 133, 137, 138, 141, 142
Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The electrification of the transportation system is an important strategy that can help us make large progress in mitigating climate change and improve public health. Metro Transit has made significant investments in electrifying its fleet and is currently developing a zero-emission bus transition plan. We are in the midst of a study to provide technical background and strategies that we, with our partners, can undertake to accelerate the adoption of electric vehicles. We look forward to the results of this project and future work in this area.	27, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 74, 75, 76, 77, 78, 79, 80, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 95, 96, 97, 98, 99, 100, 102, 103, 104, 105, 107, 108, 109, 110, 111, 112, 113, 114, 116, 117,

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			118, 120, 122, 123, 125, 126, 127, 132, 143
VMT reduction	Reduce Vehicle Miles Traveled by investing more in transit and BRT.	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments, since they are the primary implementers of these types of projects. These studies and investment needs analyse	27, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 74, 75, 76, 77, 78, 79, 80, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 107, 108, 109, 110, 111, 112, 113, 114, 116, 117, 118, 120, 121, 122, 123, 125, 126, 127, 131, 132, 133, 137, 143

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		to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.	
Transit electrification	Continue to transition diesel buses to electric, prioritize deployment of electric buses in areas with poor air quality, and invest in EV technology	The electrification of the transportation system is an important strategy that can help us make large progress in mitigating climate change and improve public health. We are in the midst of a study to provide technical background and strategies that we, with our partners, can undertake to accelerate the adoption of electric vehicles. Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with the FY22 State Transportation Bill and submitting to the Legislature no later than February 15, 2022. During this effort, Metro Transit will identify guiding principles and policies to frame the transition effort, establish goals and milestones, and assess our service, fleet and facilities to inform capital and operations budget planning, fleet procurements and facility improvements in the coming years. Metro Transit is also continuing to expand its METRO network of reliable, frequent all day transit services that will provide high quality options for travel on transit rather than in single occupant vehicles. When fully complete, a majority of the trips made on the METRO network will be on an electric transit fleet.	27, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 74, 75, 76, 77, 78, 79, 80, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 107, 108, 109, 110, 111, 112, 113, 114, 116, 117, 118, 120, 121, 122, 123, 125, 126, 127, 131, 132, 133, 137, 138, 142, 143
Climate and multimodal investment	Given climate change crisis, should focus less on improving interstate reliability. TIP should reflect investments in walking, biking, and transit infrastructure.	The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and	22, 23

Торіс	Comment summary	Response	Commenter number
		policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.	
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		not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide	

Торіс	Comment summary	Response	Commenter number
		likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.	
Greenhouse gas emissions	Minnesota emissions goals are not as ambitious as they need to or could be, see current heat crisis. "Interstate reliability" should not be a goal but creating a human- habitable place to live should be. The TIP should massively invest in sustainable transportation. TIP is unrealistic, completely out of alignment with science and not on pace to avoid catastrophic instability in our climate. Changes now will be less expensive and dramatic then waiting. Adapt for new climate. Measure pollutants from internal combustion engine and electric vehicles when assessing decisions. Rework plan to be consistent with science, equity and long-term fiscal responsibility.	The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development to fithese guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects often include multimodal improve	139,144

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		new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.	
Highway 280/Broadway Street Intersection	Oppose removal of signal at Broadway and Highway 280, and proposed speed limit increases because of access, safety, noise and increased air pollution. This change will aggravate sudden stop/merge problems. Don't remove the left turn onto Broadway. It is a key connection between St Paul and Minneapolis,	MnDOT has indicated that further public input will be gathered regarding any potential intersection changes at Highway 280 and Broadway St NE. As a result, if the project still occurs, it will be delayed until 2027 to coincide with a pavement project on Highway 280. The removal of the project from the TIP will be reflected either as a future TIP amendment or as part of the next draft TIP (2023-2026) to give the project sponsor time to reallocate this funding to another project. The speed limit on Highway 280 will remain the same for now but will be reassessed prior to the pavement project in 2027.	4, 5, 6, 7, 18, 19, 139, 147

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Safety targets	 and its removal does little to improve safety. The \$450k allocated to this project to increase safety would be better spent elsewhere, like investing in a pedestrian/bike bridge across Highway 280, to connect to trail facilities. Encourage engagement with local community regarding 35W bridge collapse-related impacts. There is a lack of serious crashes 2014-2019 to justify this project. 1,000 preventable traffic deaths this year alone is not an acceptable safety target. Aim for zero and change our streets to achieve that. 	Thank you for your comment. The Council agrees that any people dying or being seriously injured from traffic crashes is unacceptable. We will include your comments for consideration in our discussion with our local partners when setting the 2022 annual targets. The Council is currently leading a pedestrian safety action plan to identify strategies to eliminate fatalities and serious injuries for people walking and rolling in the region. The Council will also be expanding its safety planning work to help elevate the need to end traffic deaths and serious injuries in the region through working with our partners across the region, including state and local governments.	23, 24, 26, 135, 139
Single occupancy vehicle reduction target	Federal PM regarding SOVs is not aggressive enough.	The single-occupancy vehicle target is federally mandated. Per federal rules, the target must be achievable and not visionary. Based on recent trends, the SOV target is aggressive.	135, 136, 139
Vision Zero	The stated objective for safety targets allows for more than 100 deaths (caused by drivers) for people walking and biking, and 81 pedestrians and bicyclists seriously injured. People of color are	Thank you for your comment. The Council agrees that any people dying or being seriously injured from traffic crashes is unacceptable. We will include your comments for consideration in our discussion with our local partners when setting the 2022 annual targets. The Council is currently leading a pedestrian safety action plan to identify strategies to eliminate fatalities and serious injuries for people walking and rolling in the region.	115, 119, 132

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	disproportionately injured and killed by cars while walking/biking. More aggressively work toward Vision Zero by encouraging / requiring street design that slows traffic and improves sightlines.	The Council will also be expanding its safety planning work to help elevate the need to end traffic deaths and serious injuries in the region through working with our partners across the region, including state and local governments.	
Accessibility	Sentence on page 31 regarding the Americans with Disabilities Act (ADA) should reflect that agencies with 50 or more employees are required to have an ADA Transition Plan.	Thank you for your comment. We will edit the final TIP.	2
Accessibility	Many non-vehicle facilities are not Americans with Disabilities Act compliant despite decades of requests for improvements. Specific example of concern.	We understand frustration with infrastructure that hasn't been made accessible over decades. Public agencies with 50 or more employees are required to have ADA transition plans that include a schedule for bringing facilities into compliance with the Americans with Disabilities Act requirements. MnDOT identified your referenced pedestrian bridge in the agency's ADA Transition Plan. There is a project in MnDOT's 10-year plan for pavement and bridge work on Highway 62 and this project will include work to bring this pedestrian bridge into ADA compliance. Enforcement of the ADA is done at the federal level through the Department of Justice; their web site is ada.gov.	17
Bicycle and pedestrian project implementation	Which agencies will be responsible for implementing the bike and ped solutions and over what period of time?	Local governments (including parks agencies) and MnDOT are generally the implementers of bicycle and pedestrian improvements in the region. The Metropolitan Council does not have a specific vision for a bicycle and pedestrian system for 2040, but they do have a map of prioritized corridors for the Regional Bicycle Transportation System that helps local governments and MnDOT plan and implement a bike system that will further regional travel by bicycle. The timing of the build out of this system is still dependent on locally controlled funding and funding through competitive programs like the Regional Solicitation. The Council does provide funding for bicycle and pedestrian projects through the Regional Solicitation and the projects are selected every two years. Applicants submit projects from their local plans to compete for this funding and the	16

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		region uses a technically driven scoring system to select the projects that best meet regional transportation goals and objectives.	
Budget Breakdown	Requesting clarification on the budget breakdown in Figure 4, page 24, relating to bicycle and pedestrian infrastructure investment that does not have dedicated funding but is part of highway project funding.	Many of the funding sources that would fund such projects are flexible and, therefore, there are not modal "buckets" of \$122 million and \$2.089 billion, respectively. The breakdown separates the primary mode served for each project. That said, if a roadway project includes a protective barrier, the entire project would be captured by the Highway/Roads amount. Most projects captured by the Bike/Ped Only amount facilitate movement, though a crosswalk project is an example of something that could be captured by that amount. Most of the projects included in the Bike/Ped Only funding are shown in Table A-2 (STPBG-Transportation Alternatives (TA) Projects, pages A-7 to A-11 of the draft) and they tend to be sidewalk, trail, and pedestrian bridge projects.	129
Carbon emissions	Life/death climate crisis demands more action than proposed, need more vehicle miles traveled reduction, more single occupant vehicles reduction, more adaptation and goals that reflect the urgency. Stop highway expansion, we need more transit and biking, and to retain remote work.	The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.	140
		Highway expansion projects are a small portion of overall transportation funding and help address the needs of a growing population and	

Торіс	Comment summary	Response	Commenter number
		economy. Local cities, counties, region, MnDOT, the Minnesota Legislature, and the United State Department of Transportation all play a part in funding these projects and do so because these projects have a number of benefits beyond congestion relief, including improving safety, freight movements, economic development, and job accessibility . Instead of prohibiting highway expansion projects, the 2040 Transportation Policy Plan lays out investment principles for highway mobility projects so that they are multimodal, use existing right-of-way, are coordinated with other planned projects, utilize a lower-cost/high return-on-investment approach, and reduce environmental impacts. This approach results in projects like price managed lanes where carpoolers and public transit can use the lane free of charge instead of new general-purpose freeway lanes. On arterial roadway projects, this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, and safer multimodal crossings that are built as part of expansion projects. The TPP lays out that project sponsors consider a tiered approach that considers investments in the following order when a mobility issue is identified: travel demand management; traffic management technologies; lower cost-high benefit spot mobility projects; priced managed lane; then finally strategic capacity enhancements.	
		The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council	

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		created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.	
Cleaner transportation policy	Pursue cleaner transportation policy	The region is currently undertaking a study titled Accelerating Electric Vehicle Adoption in the Twin Cities Region. This study will identify strategies/actions that the region's governments, residents and businesses can take to help accelerate the adoption and use of electric vehicles by residents and businesses throughout the region. It is Council and regional policy to work to reduce the overall contribution of the region to climate change.	106
Climate	TIP is not structured for climate- related investments. We are not on track to meet emissions goals.	The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan;	21

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		a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.	
Climate	The "goal" of reducing SOV trips only to 75% is entirely unacceptable. There needs to be more focus on mass transit and biking. Set a goal of stopping expanding highways.	The single-occupancy vehicle target is federally mandated. Per federal rules, the target must be achievable and not visionary. Based on recent trends, the SOV target is aggressive. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects.	25
Climate change and racial inequities	The TIP does not reflect a commitment to transportation improvements that advance climate change and social justice and equity goals. 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.	Equity impacts, both future and past, are important considerations when selecting projects to be included in the TIP. Some project selection processes have been adjusted to include equity measures and outcomes that are considered when selecting projects. The Regional Solicitation process includes equity impacts and benefits as an evaluation measure across all project application categories. The region must continue to identify strategies, actions and measures that must be considered when funding transportation projects in all modes. The Council will be starting an Equity Evaluation of Regional Transportation Investments to identify and adopt new strategies to help with more equitable regional transportation investments and selection processes.	141

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		those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.	
Climate, community health and bicycle infrastructure	There are still significant safety/infrastructure barriers to getting more people to use their bikes instead of cars. Cars are far too dangerous and we know that transportation is our biggest opportunity to reduce Minnesota's climate impact. Choose investments in safety and clean air, and plan for a healthy and equitable future.	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network. The Council also	118

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		studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.	
Congestion mitigation and air quality targets	Federal PMs regarding SOVs and GHG emissions reduction are not aggressive enough.	Both targets are federally mandated and must, by federal law, be achievable and not visionary in nature. Based on recent trends, the SOV target is aggressive. The adopted GHG emissions target is based on a model of projects programmed in the TIP.	129
Copy edit	Correct "Dunwood" to "Dunwoody" on page A-10	This will be reflected in the final 2022-2025 TIP.	8
Copy edit	Include rehabilitation of bridge #27152 in project description, RE: SP 027-752-035	This will be reflected in the final 2022-2025 TIP.	9
Dodd Rd and Hwy 80 250th street intersection	The intersection should have been rebuilt when Dodd Road was rebuilt a few years ago but it was overlooked then too.	Thank you for your comment. The Council's Transportation Policy Plan (TPP) supports safety and outlines a reduction in traffic collisions and fatalities. That said, individual intersections like this one tend to be addressed by local agencies. The Council will pass on your comment to Dakota County.	1

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Electric vehicle charging	Electric vehicle charging beyond buses should be included in the TIP. Coordinate with other agencies to prepare for federal funding. Fossil-fuel based transportation continues climate and air quality harm to underrepresented communities. To achieve THRIVE goals, assess TIP projects through a climate justice lens. Transportation decision making should be more inclusive. Invest more in alternatives to driving that are equitable. Maintain existing highways before expanding.	The electrification of the transportation system is an important strategy that can help us make large progress in mitigating climate change and improve public health. Metro Transit has made significant investments in electrifying its fleet and is currently developing a zero-emission bus transition plan. We are in the midst of a study to provide technical background and strategies that we, with our partners, can undertake to accelerate the adoption of electric vehicles. We look forward to the results of this project and future work in this area.	145
Electric vehicle charging infrastructure	Transform transportation system to facilitate active transportation, increasing transit, reduce vehicle miles traveled and investments to support transportation electrification. Coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious	133

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		 injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities. The electrification of the transportation system is an important strategy that can help us make large progress in mitigating climate change and improve public health. Metro Transit has made significant investments in electrifying its fleet and is currently developing a zero emission bus transition plan. We are in the midst of a study to provide technical background and strategies that we, with our partners, can undertake to accelerate the adoption of electric vehicles. We look forward to the results of this project and future work in this area. 	
Emissions	Plan appears to make [emissions reduction] goals less aggressive than they already were.	The single-occupancy vehicle target is federally mandated. Per federal rules, the target must be achievable and not visionary. Based on recent trends, the SOV target is aggressive.	24
Equity	Please convert buses to electric as soon as possible. These should run in neighborhoods with the poorest air quality. Add electric car sharing and improve roads, bridges and other infrastructure (like good bus shelters) for the poorest neighborhoods.	The electrification of the transportation system is an important strategy that can help us make large progress in mitigating climate change and improve public health. Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with the FY22 State Transportation Bill and submitting to the Legislature no later than February 15, 2022. During this effort, Metro Transit will identify guiding principles and policies to frame the transition effort, establish goals and milestones, and assess its service, fleet and facilities to inform capital and operations budget planning, fleet procurements and facility improvements in the coming years. Metro Transit is also continuing to expand its METRO network of transitways over the next 10 years, creating a regional integrated network	78

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		of reliable, frequent all day transit services that will provide high quality options for travel on transit rather than in single occupant vehicles. When fully complete, a majority of the trips made on the METRO network will be on an electric transit fleet. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. The Regional Solicitation includes equity in its project selection criteria to encourage local governments and transit providers to plan for and prioritize these considerations in their investments, since they are the primary implementers of these types of projects. We are in the midst of a study to provide technical background and strategies that we, with our partners, can undertake to accelerate the adoption of electric vehicles. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.	
Equity and multimodal	In the past year - and beyond - we have heard a lot of promises to create a more just and equitable community. This is not possible without the prioritization of walking, biking, and bussing neighbors	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also	65

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		studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.	
Equity assessments	The Met Council and the TIP assess how each project impacts racial inequity, economic inequity, and greenhouse emissions, and prioritizes projects that promote equity and reduce emissions.	Equity impacts, both future and past, are important considerations when selecting projects to be included in the TIP. Some project selection processes have been adjusted to include Equity measures and outcomes that are considered when selecting projects, Specifically the Regional Solicitation process does now consider Equity impacts and benefits as a measure across all project application categories. However, it is important that the region continues to identify strategies/actions and appropriate measures that must be considered when funding projects across all modes. The region is just getting underway a study titled Equity Evaluation of Regional Transportation Investment to identify and adopt new strategies that will result in more equitable regional transportation investments and also to change existing processes to be more diverse, inclusive and equitable.	29
Express Bus	Suspension of express service to suburban areas has been disruptive, particularly in the Bloomington area. Resuming service in September is not soon enough, and these decisions should not be based on ridership. Council	The COVID-19 pandemic has impacted many transit riders, like yourself, in ways that have been truly life affecting. While the Council and other regional transit providers are planning to reinstate some lesser used transit routes in the coming months, the providers are still trying to balance the lack of steady transit funding against the needs of their riders. We will	3

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	members do not understand the needs of non-driving population, and there needs to be greater weight to feedback from and needs of bus riders. Service to suburban job centers with essential workers is not good right now, forcing people to walk far or take Uber/Lyft/Taxis.	share this comment with all transit providers and they may choose to reach out to your directly with more information.	
Freeway expansion	Freeway expansions/extensions/conversions will only exacerbate auto emissions and congestion.	The Council is planning a Regional Transportation and Climate Change Measures Study in 2022 to further examine the impact of different types of transportation investments on greenhouse gases.	20
Funding for roadway improvements	The TIP program must emphasize the need to maintain or increase the amount of funding for roadway improvements in the region.	Comment acknowledged. Agree that more roadway funding is needed to fill the documented unmet need as identified in the region's 2040 Transportation Policy Program (TPP) and in MnDOT's Minnesota State Highway Investment Plan (MnSHIP).	146
Highway 55 Busway	Consider a busway for the Highway 55 improvements	The Highway 55 corridor is under consideration for a bus rapid transit investment. Past work has supported the potential for this corridor to support BRT. A pilot route will be implemented in 2024 or 2025 through Metro Transit and the state budget included \$250,000 for a bus rapid transit study on Highway 55 during the 2021 legislative session. The results of this study will inform future Transportation Policy Plans, TIPs, and other state and local plans.	20
Highway funding	Highway Funding should be focused on maintenance and safety, not expansion	The largest outlay of highway funding in the draft TIP is for preservation of roads, bridges, and other highway infrastructure. The Councils is currently working on several studies related to emissions and will develop strategies to reduce emissions as part of these efforts.	145
Highway, climate change and VMT reduction	Federal PM regarding SOVs is not aggressive enough.	As shown on page 24, the draft TIP allocates the majority of its resources to transit projects, not highway projects. The single-occupancy vehicle target is federally mandated. Per federal rules, the target must be achievable and not visionary. Based on recent trends, the SOV target is aggressive.	119

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Highways and Equity	The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. Assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Equity impacts, both future and past, are important considerations when selecting projects to be included in the TIP. Some project selection processes have been adjusted to include equity measures and outcomes that are considered when selecting projects. The Regional Solicitation process includes equity impacts and benefits as an evaluation measure across all project application categories. The region must continue to identify strategies, actions and measures that must be considered when funding transportation projects in all modes. The Council will be starting an Equity Evaluation of Regional Transportation Investments to identify and adopt new strategies to help with more equitable regional transportation investments and selection processes.	50
		acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.	
Highways and greenhouse gas emissions	Federal PM targets are not aggressive enough; more investment in multimodal travel is necessary; reliability is unimportant.	These targets are federally mandated and must, by federal law, be achievable and not visionary in nature. The adopted GHG emissions target is based on a model of projects programmed in the TIP.	136

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		Highway reliability does not come at the expense of more heavily investing in and prioritizing other modes.	
Highways and structural racism	We need to remove highways from cities, returning this space to our communities as part of righting historic wrongs. We need a transportation network that does not continue to perpetuate violent structural racism by prioritizing car- movement over human lives.	Comment acknowledged. There are several ongoing efforts, including the Rondo land bridge on I-94 in Saint Paul that are trying to better connect neighborhoods cut off from past freeway development.	144
I-94 Access	Remove I-94 access at West Broadway due to Blue Line extension. Pass-through traffic in North Minneapolis pollutes air and does not stop to shop.	There are several planning efforts underway in this area including finalizing a new alignment for Blue Line Extension and the Environmental Impact Statement for the Truck Highway 252/I-94 corridor. We will pass along your comments to these two planning efforts.	15
Infrastructure for sustainable transportation	Sustainable transportation necessitates VMT reduction. Adding sidewalks adjacent to streets is not adequate. Infrastructure investments should assess energy and resource consumption. Plan with climate science, racial equity, fiscal responsibility and public health in mind.	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also	144

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Lane expansion, congestion, VMT	Adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT). Transitioning existing lanes into carpool lanes during heavy traffic hours should never include new construction, nor should additional freeway or roadway lanes be proposed to address any traffic reduction goals. Reduce traffic demand by expanding alternative transportation options while also reducing transportation's share of greenhouse gas (GHG) emissions.	No new freeway general purpose lanes planned in the 20-year Transportation Policy Plan (2040). The highway system is largely mature and only incremental changes are planned.	129
Letter of support	Carver County supports TAB approval of the 2022-25 Transportation Improvement Program	Comment acknowledged. Thank you for your support of the draft TIP and for your involvement in the MPO processes.	12

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Moving people, not private vehicles	Walking, using wheelchairs, biking, and taking transit are not only environmentally sustainable, but fiscally responsible as well, requiring far fewer subsidies, increasing disability accessibility, improving racial equity, protecting public health (especially prenatal/infants and elderly) and helping repair communities split apart by drivers speeding down our streets. We need a transportation implementation plan that asks the right questions before applying for funding. We need to focus on moving people, not private vehicles.	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropol	144

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Multimodal options that promote a healthy, sustainable environment	The TIP says that projects must contribute to a safe regional transportation system that provides reliable, affordable, and efficient *multimodal* options, and promote a *healthy, sustainable* environment. Most of the highway improvements included would be made at the expense of other modes.	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of	139

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Northstar	Northstar trains were engineered to underperform at the outset, and they can perform better if re- imagined to serve more. Freeways are built in a cross-metro network; our rail services should be as well. Recommends expanding Northstar service to Hastings via the University of Minnesota and St. Paul and operating trains outside the peak hours.	The planning for major passenger rail lines in the region is a collaborative effort between Metropolitan Council, local governments, MnDOT, and many other stakeholders in the region. A variety of passenger rail corridors have been studied for expanded service and a number of lines are in development or under construction. Rail planning is not done without extension consideration of the needs, costs, and impacts of a corridor on the region and the people along the potential line. The region's 2040 Transportation Policy Plan is a culmination of decades of planning by the Council and its partners on passenger rail investments for the region and the Plan includes a robust system of bus and rail transitways to expand access to transit using corridor-specific solutions that have undergone extensive planning and outreach. At this time, no expansion of the Commuter Rail network is planned, including rail service to Hastings, which was evaluated as part of the Red Rock corridor study that ultimately recommended a bus rapid transit solution in the long-term. Passenger rail planning continues on the statewide level for the North Lights Express train line to Duluth as part of MnDOT's statewide rail planning efforts, but this project is not reflected in the Transportation Improvement Program as funding for the project has not yet been identified.	13
Performance Measures	Federal performance measures are not aggressive enough.	 These targets are federally mandated and must, by federal law, be achievable and not visionary in nature. Based on recent trends, the SOV target is aggressive. The adopted GHG emissions target is based on a model of projects programmed in the TIP. Highway reliability does not come at the expense of more heavily investing in and prioritizing other modes. 	128
Personal automobile pollution	We need less polluting and human friendly alternatives to personal automobiles. Start dealing with years of car centric sprawl.	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally	120

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		funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation inv	
Policy guidance	The Metropolitan Council acts in our collective best interest in the TIP, not just follow the letter of rigid past plans. Employ smart and responsive governing that acknowledges where our governments and society have made mistakes in the past.	The TIP is a reflection of projects selected under the plans and policies in place at the time funding is made available. For instance, the measures and scoring used in the Regional Solicitation closely aligns with the outcomes and values reflected in Thrive MSP 2040 and the 2040 Transportation Policy Plan. This system assures that projects are all in some way contributing towards accomplishing the region's adopted outcomes and goals. Unfortunately, this is not a system designed to change quickly under rapidly changing conditions. It is a long-term participatory process that takes time to gain consensus and agree upon	141

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		values, outcomes and actions for the region. The Council is currently beginning the process of creating its 2050 regional vision and system plans which will be adopted in 2024. These updated plans will then begin a new cycle of informing transportation investments that align with the outcomes and goals of the updated plans. During the interim cycles there are smaller plan updates that can result in incremental changes to the regional investment values, measures and selection processes.	
Project 6285-160/Silver Lake Road/694 Ramp	The south ramp especially has an issue with the eastbound traffic exiting 694. Bump out the right- hand turn further into the intersection and create a tighter turning radius for the right lane. Stagger / set back the stop lines for the two left-hand lanes. Add no turn on red / "right turn on green arrow only."	Thank you for your comment. We will forward your concerns and ideas to MnDOT Metro District staff for their consideration.	124
Promote health and mitigate climate change	Minnesota's transportation system must be radically overhauled to promote public health and mitigate climate change. It is past time that the TIP includes more electrification and other fossil fuel reduction strategies. Climate calamity elsewhere will bring migration flows to places less impacted. History and our grandchildren will not think kindly of today's decision makers.	The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that	134

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		The electrification of the transportation system is an important strategy that can help us make large progress in mitigating climate change and improve public health. Metro Transit has made significant investments in electrifying its fleet and is currently developing a zero-emission bus transition plan. We are in the midst of a study to provide technical background and strategies that we, with our partners, can undertake to accelerate the adoption of electric vehicles. We look forward to the results of this project and future work in this area.	
Public information campaign	Develop a public information campaign that enlists resident participation to reduce pollution from cars, and also contributes to transportation improvements.	Generally, in Minnesota the Department of Public Safety Driver and Vehicles Services is responsible for public information campaigns related to automobile safety and operation. This comment will be forwarded to that division for consideration.	130
Public involvement process	TIP public meeting did not provide enough information to comment. TIP materials are complicated and not accessible to the average reader. Identify outreach goals and audience.	 Outreach goals Confirm stakeholders' understanding of our region, the regional transportation system and the role of the Council in that system. Verify a shared understanding of the challenges and opportunities facing the regional transportation system and the changes we need to meet future transportation needs. Gather feedback, information about impact, and other community knowledge related to regional transportation projects. 	10
		 Outreach audience Those directly and indirectly impacted by planned transportation projects residents, commuters, business owners, community organizations, advocacy organizations Project sponsors – Transit providers; township, city or county government; park districts; MnDOT. Metropolitan Council – Transportation Advisory Board, TAB Technical Advisory Committee, Council Members 	
		Much of the Met Council's work is at a very high level in making policy decisions and plans that guide transportation infrastructure across the region. While there is no ideal level of education and background for a public commenter, there is admittedly a learning curve for those new to the transportation planning and programming work of the Council. Consult	

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		the Transportation Planning and Programming Guide for an overview of our planning processes. <u>https://metrocouncil.org/Transportation/Publications-And-</u> <u>Resources/Planning/MISCELLANEOUS-DOCUMENTS/Transportation-</u> <u>Planning-and-Programming-Guide-2020.aspx</u>	
		The meeting itself is meant to convey the four-year program of projects and answer questions about that program. The feedback being solicited is on general TIP development along with questions about projects being listed. It is difficult to convey roughly 500 projects in a way that is digestible to the public but we are happy to respond to questions about specific projects.	
		Along with the Minnesota Department of Transportation, local governments and agencies do the work of building out the projects and should be conducting public participation throughout development of those projects. Except for Metro Transit projects, the Met Council is not directly involved in executing projects but does provide federal funding for local projects through the Regional Solicitation. <u>https://metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation-NEW.aspx</u>	
		Later this year, we will have a public comment period for the application categories for the Regional Solicitation. This would be an opportunity to give feedback on the criteria the Met Council uses to select projects for funding. There's a bicycle and pedestrian category, as well as equity scoring across all project categories. These may be of interest to you. There will also be an Equity study that the Met Council will be conducting that will also include public participation starting later this year and running into 2022.	
Public participation	Public Participation should be more inclusive	Outreach and engagement at the Met Council has room for improvement. From developing more understandable plans, programs and presentations, to the work we do to meet people where they are at. This year, the Council formed an outreach and engagement community of practice to set our values and improve our methods. The following are the values described from our first meeting earlier in 2020. We value: • Targeted engagement that builds on existing relationships	145

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		 Reaching people who represent the rich and varied personal histories of people across the region The time and expertise of the people we're asking for input and that they should benefit equally from the engagement, less 'take from you' and 'do to you' Clarity and transparency in how we collect feedback and how that feedback will be used Quality of the feedback more than the quantity of feedback Questions that get to a real understanding of how people think and feel about the work we do, channeling negative feedback into constructive conversations Creating understanding by helping people see themselves in the policies and the work we do Connections across all divisions and demonstrating how the work intersects to create regional value Sharing information back with those who have shared with us The Council is also revising our transportation public participation plan. The six-month process will include these values, outreach to other Metropolitan Planning Organizations, existing partners, and potential partners that may have not been represented in previous plans. The plan will include an ongoing evaluation of how we are doing on public participation. 	
Public transportation agency safety plan targets	Several suggested edits to integrate public transportation agency safety plan targets into performance- based planning and programming related sections.	(no response required)	11
Public transportation options	The Twin Cities would be a more inclusive and engaged community if we had better public transportation options, emphasizing the cross- pollination effects of increasing accessible (eco-friendly) options such as electric vehicles and bike/walking pathways. Prioritize the values and living standards of	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and	51

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	future generations in order to ensure the Twin Cities' growth, liveliness, and longevity.	pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.	
Rail and transit improvements	Supports blue line extension, BRT on route 62, and improvements on routes 3 and 10. Improve service to Duluth either through Northstar, BRT, or Amtrak.	There are projects in the 2040 Transportation Policy Plan today or that will be considered in a future amendment to address many of your suggested improvements. The Blue Line Extension planning is currently underway and bus rapid transit is being recommended for the route 62, route 3, and route 10 corridors through Metro Transit's Network Next. The planning for passenger rail to Duluth is being led by MnDOT and this comment will be shared with their staff accordingly.	14
Reporting metrics	The TIP's reporting metrics should be updated to include overall	 The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for 	145

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	project impacts on climate change, racial equity, public health improvements, and other important criteria, beyond the baseline requirements of the Federal Transportation Conformity Rule	the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.	
Request Project Scope Change	Change project description, RE: SP 027-635-038, CSAH 35 (PORTLAND AVE) FROM 98TH ST TO 86TH ST IN BLOOMINGTON AND CSAH 52 (NICOLLET AVE) FROM 76TH ST E TO 70TH ST IN RICHFIELD	The requested change would require a scope change request through the TAB process. MnDOT Metro District can help start that process.	9
Road and bridge maintenance	Supportive of maintaining our bridges and our roads, but concerned about expanding highways which only lead to more traffic and unnecessary emissions.	The largest outlay of highway funding in the draft TIP is for preservation of roads, bridges, and other highway infrastructure. The Councils is currently working on several studies related to emissions and will develop strategies to reduce emissions as part of these efforts.	121
Roadway investments	Highway improvements should be our absolute lowest priority right now	The single-occupancy vehicle target is federally mandated. Per federal rules, the target must be achievable and not visionary. Based on recent trends, the SOV target is aggressive.	26
		The Metropolitan Council and the Transportation Advisory Board (TAB)	

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		agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects.	
Roadway investments	I don't like the idea of building out the highway system	No new freeways or other principal arterial roadways are planned in the draft TIP or in the 20-year Transportation Policy Plan (2040). The highway system is largely mature and only incremental changes are planned.	28
Roadway system maintenance	Redo roads that are in so much disrepair from potholes so they are safe again. Just some of which I can think of the make our system more user friendly!!!	The largest outlay of highway funding in the draft TIP is for preservation of roads, bridges, and other highway infrastructure. This investment area is the highest priority in the 2040 Transportation Policy Plan and will continue to garner the bulk of the highway resources over the next 20 years. However, additional funding is needed to maintain the system. If there are specific roadways or locations where you are experiencing potholes, please contact the roadway owner (township, city, county, or MnDOT) directly so that they are aware of the location and can address it.	14
Safe and accessible bicycle/pedestrian facilities	Consider expanding the list of Surface Transportation Block Grant- Transportation Alternatives (STPBG-TA) projects identified in Table A-2 in order to successfully divert travelers and commuters from personal vehicles to alternative transportation modes to reduce vehicle trips and fight climate change. Establish safe and accessible means for Minnesotans to walk to their nearest transit stops, bike to areas of economic activity, and more. Acknowledge the known effects of induced travel.	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council	129

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		created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.	
Safety and Multimodal Investment	Safety and reliability are problems for transit, walking and biking. Investments should prioritize improvements to these modes.	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has	24

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		subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.	
TIP structure	I don't believe the TIP is structured in a way that facilitates the massive investments in sustainable transportation.	We agree that the TIP must be consistent with the region's Transportation Policy Plan (TPP), which has a wide variety of goals, objectives, and strategies. While some projects may be consistent with all the TPP goals, other projects may more specifically target just one of the TPP goals. Most of our highway projects have strong multimodal elements and this is called for in the TPP and prioritized in our project selection processes.	26
Traffic fatalities and serious injuries targets	given my particular concern for bicyclist, pedestrian, and transit- user safety, I am disappointed and mortified by the targets identified in Table 2 of the Draft TIP (page 17). The Final TIP should be updated to provide a specific goal date—no later than 2027—by which the Council aims to eliminate vehicular fatalities.	Thank you for your comment. The Council agrees that any people dying or being seriously injured from traffic crashes is unacceptable. We will include your comments for consideration in our discussion with our local partners when setting the 2022 annual targets. The Council is currently leading a pedestrian safety action plan to identify strategies to eliminate fatalities and serious injuries for people walking and rolling in the region. The Council will also be expanding its safety planning work to help elevate the need to end traffic deaths and serious injuries in the region through working with our partners across the region, including state and local governments.	129
Transit	Do not support decriminalization of transit fare evasion, should be	The Metropolitan Council concurs that fare evasion should result in a penalty because fare revenue is a critical component of funding our transit	83

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	consequences for not paying transit fare.	system. However, the Metropolitan Council does not believe the current system to address fare evasion is effective. Under Minnesota State law, the penalty for not paying a transit fare is a misdemeanor, and the offense carries an approximately \$180 fine. In practice, very few of these citations result in fines paid through the judicial process. In response to this ineffective approach to penalizing fare evasion, the Metropolitan Council has pursued administrative citation authority for fare evasion since the 2019 legislative session. The administrative citations alternative would mean that the penalty for fare evasion would be handled "in house" as opposed to going through the judicial system. The fine would be set by the Metropolitan Council and the fines would be paid to the Metropolitan Council to help cover the cost of the administrative citations program.	
Transit expansion	Finish transit project Eden Prairie to downtown	The Green Line Extension light rail project is currently under construction and the final opening date is still being determined.	45
Transportation emissions reduction	Consequences of CO2 emissions are clear and transportation is an opportunity to pursue reductions more aggressively.	The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.	115

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VMT reduction	We need to drastically reduce vehicle miles travelled. Global heating is becoming unbearable— Portland reached 115° last week. Let's reduce single occupancy vehicle trips to 50% of trips instead of 75%.	The single-occupancy vehicle target is federally mandated. Per federal rules, the target must be achievable and not visionary. Based on recent trends, the SOV target is aggressive.	23



390 Robert Street North Saint Paul, MN 55101-1805

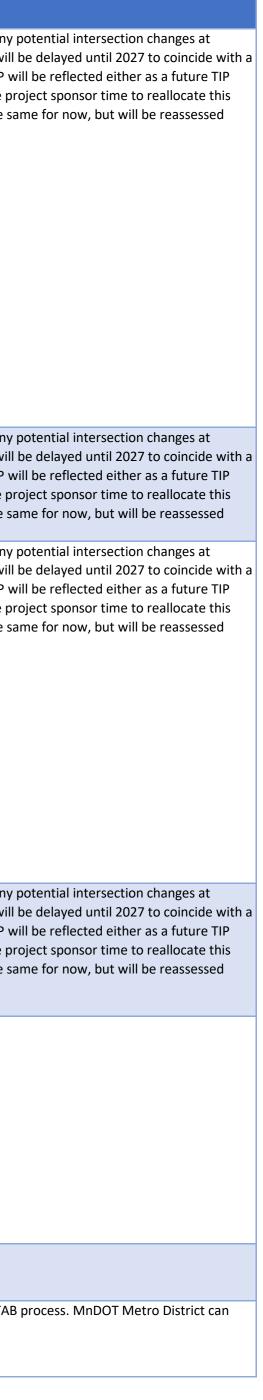
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ommenter Commenter Name umber	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
1.0 Bill Clancy		Dodd Rd and Hwy 80 250th street intersection	The intersection should have been rebuilt when Dodd Road was rebuilt a few years ago but it was overlooked then too.	As a concerned local citizen attempting to navigate this dangerous intersection daily, and given that the stated purpose of the transportation plan is to build better and safer roads, especially interchanges; this intersection should be made a high priority in the plan. The intersection should have been rebuilt (ideally into a Round-a-bout) when Dodd RD was rebuilt a few years ago but it was overlooked then too. Thank you. Bill Clancy From: Bill Clancy Sent: Thursday, June 11, 2020 3:24 PM To: 'mike.slavik@co.dakota.mn.us' <mike.slavik@co.dakota.mn.us> Subject: Dakota County Rd Safety Issue- Eureka Township Dear Mike, I am reaching out to you both as a citizen and a new Planning Commission member seeking your assistance to reduce danger of accidents at the intersection of Dodd Rd and Hwy 80 250th St in Eureka Township. Due to the angle of the intersection, traffic westbound on 250th Street does NOT have a safe line of sight of traffic southbound on Dodd. This perhaps is made worse due to trees on the private property on the northeast corner of the intersection. Thus almost all vehicles westbound on 250th Street must pull forward one or two car lengths, far past the painted white line, far into the intersection in an attempt to see southbound traffic. This results in:</mike.slavik@co.dakota.mn.us>	Email	Thank you for your comment. The Council's Transportation Policy Plan (TPP) supp in traffic collisions and fatalities. That said, individual intersections like this one te agencies. The Council will pass on your comment to Dakota County.
2.0 Guthrie Byard	Metropolitan Council	Accessibility		 a- Difficulty for the southbound vehicle to turn left / east onto 250th Street. t Hello—Page 31 states "Public agency sponsors must either have a current Americans with Disabilities Act (ADA) self- e evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA." The requirement for state/local governmental agencies with 50 or more employees is to have a Transition Plan in place, not just have conducted a self-evaluation. This sentence should reflect that. Please reach out if there are questions. 	Email	Thank you for your comment. We will edit the final TIP.
3.0 Jared Johnson		Express Bus	in September is not soon enough, and these decisions should not be based on ridership. Council members do not understand the needs of non-driving population, and there needs to be greater weight to feedback from and needs of bus riders. Service to	I have been stuck between a rock and a hard place, since you determined that you thought it a wonderful idea to shue down transportation by cutting off the express lines to the suburban areas. I have been limited at best to a 5 mile		The COVID-19 pandemic has impacted many transit riders, like yourself, in ways t While the Council and other regional transit providers are planning to reinstate so coming months, the providers are still trying to balance the lack of steady transit riders. We will share this comment with all transit providers and they may choose more information.

supports safety and outlines a reduction one tend to be addressed by local ays that have been truly life affecting. ate some lesser used transit routes in the ansit funding against the needs of their hoose to reach out to your directly with

nenter Commenter Name Der	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response	
4.0 Kristin Mroz		Highway 280/Broadway Street Intersection	Do not see how interchange project at Highway 280 and Broadway St NE in Lauderdale would help traffic, currently appreciate how the stoplight slows down traffic. Would rather see investment in a pedestrian/bike bridge across Highway 280, as Lauderdale/St. Anthony Village currently has no connection and this would connect to trail facilities.	 Hello! I would like to provide a comment regarding the proposed changes to Hwy 280 at Broadway St. NE in Lauderdale. I frequent this route and do not see how an "interchange" would help move traffic along, especially at the turn onto Broadway where another stoplight is just feet away and is often backed up (due to people going straight in the northbound turn lane on Industrial Blvd. NE). I feel that drivers already speed too much on Hwy 280 and appreciate the stoplight at Broadway to slow traffic down as they go into the northbound curve toward 35W/Hwy 36 or turn onto Broadway St. NE. I would rather see the money spent on a pedestrian/bike bridge as Lauderdale has no connection across Hwy 280 except across Lauderdale Ave. W (but nearly 100% of Lauderdale residents are north of that). I am a St. Anthony Village resident and currently bike out of my way down NE Stinson Blvd to Como Ave. (east bound) to travel to/from work. Having a bike bridge at Broadway across Hwy 280 would provide an alternative route and personally shorten my bike commute. This would make a nice connection to the updated off-road trail placed along Industrial Blvd. and Broadway St. NE. In summary, I am in favor of keeping/slowing the speeds on Hwy 280 and focusing on non-vehicular modes of transportation in this area. 	Email	MnDOT has indicated that further public input will be gathered regarding any p Highway 280 and Broadway St NE. As a result, if the project still occurs, it will b pavement project on Highway 280. The removal of the project from the TIP wil amendment or as part of the next draft TIP (2023-2026) in order to give the pro- funding to another project. The speed limit on Highway 280 will remain the sar prior to the pavement project in 2027.	
				Thank you!			
5.0 Michael Shannon		Highway 280/Broadway Street Intersection	Don't remove the left turn onto Broadway. It is a key connection between St Paul and Minneapolis, and its removal does little to improve safety.	Don't remove the left turn onto Broadway. It is a key connection between St Paul and Minneapolis, and its removal does little to improve safety.	Email	MnDOT has indicated that further public input will be gathered regarding any port Highway 280 and Broadway St NE. As a result, if the project still occurs, it will be pavement project on Highway 280. The removal of the project from the TIP will amendment or as part of the next draft TIP (2023-2026) in order to give the proj funding to another project. The speed limit on Highway 280 will remain the sam prior to the pavement project in 2027.	
6.0 Serafina Scheel		Highway 280/Broadway Street Intersection	Regarding increasing speed limit and removing local access at Highway 280/Broadway, do not repeat MnDOT freeway mistakes through dense areas. Encourage engagement with local community regarding 35W bridge collapse-related impacts. There are a lack of serious crashes 2014-2019 to justify this project. Already a poor multimodal experience here and this will not improve it.	2024 MN 280 6241-105 SH MN280, INTERSECTION WITH BROADWAY ST IN LAUDERDALE - CLOSE MEDIAN OPENING, REMOVE NB LEFT TURN LANE, REMOVE SIGNAL SYSTEM AND INSTALL CONCRETE MEDIAN BARRIERS Please do not perpetuate the mistakes MNDOT has made in the past regarding freeways through densely populated cities. I'm referring to plans to increase the speed limit on Highway 280 and to remove the last local access point at Broadway Ave. I urge you to conduct engagement on what people who live along this corridor think about the changes that were permanently thrust up on them in response to the 35W bridge collapse. Now, additional detrimental changes in the form of removing local access and increasing speed are being planned. Although MNDOT says that the left turn lane to exit on Broadway is dangerous, the data don't bear that out. There are minor crashes there but no serious crashes from 2014-2019. There are many more serious crashes and even deaths along 280's southern access roads, but MNDOT is suggesting no need for traffic safety improvements there. I live in Minneapolis at the southern end of 280. It is a miserable place to walk, drive, and bike, and the suggested improvements of making it easier for vehicles to pass through neighborhoods at faster speeds will reduce our quality of life and safety. Instead of investing in making things worse for local access, please consider in investing in improvements, including a Granary Road connection to 280.	Email	prior to the pavement project in 2027. MnDOT has indicated that further public input will be gathered regarding any p Highway 280 and Broadway St NE. As a result, if the project still occurs, it will b pavement project on Highway 280. The removal of the project from the TIP wil amendment or as part of the next draft TIP (2023-2026) in order to give the pro- funding to another project. The speed limit on Highway 280 will remain the sar prior to the pavement project in 2027.	
7.0 Nico Zbacnik		Highway 280/Broadway Street Intersection	The stoplight at Highway 280/Broadway provides access for people in Lauderdale and St. Paul. The road is already too fast. Increasing the speed is dangerous and will add more noise and air pollution.	I do not support removing the stoplight on Highway 280 at Broadway. The turn allows a way for people living in the Lauderdale and St Paul areas a way to access businesses west of Highway 280. As a further note, Highway 280 is a dangerous road that is already too fast. The merge onto the highway at Como is dangerous because it was designed for when 280 was a slower road. The increased speed on the highway is dangerous. The increased speed also increases noise pollution in the neighbourhood, increases air pollution, and provides a place for constant weekend street racing.	Email	MnDOT has indicated that further public input will be gathered regarding any po Highway 280 and Broadway St NE. As a result, if the project still occurs, it will be pavement project on Highway 280. The removal of the project from the TIP will amendment or as part of the next draft TIP (2023-2026) in order to give the proj funding to another project. The speed limit on Highway 280 will remain the sam prior to the pavement project in 2027.	
8.0 Jenifer Hager	City of Minneapolis	Copy edit	Correct "Dunwood" to "Dunwoody" on page A-10	Hi Met Council Team,	Email	This will be reflected in the final 2022-2025 TIP.	
				 I've had Minneapolis staff review the DRAFT TIP and we have only 1 minor administrative change for you. Please let me know if you have any questions. Thanks! Jeni on page A-10: says "Dunwood" and should be "Dunwoody" Jenifer Hager Director Transportation Planning & Programming City of Minneapolis – Public Works Public Service Building 505 4th Ave South Room 410 MN 55415 			
9.0 Hennepin County	Hennepin County	Copy edit	Include rehabilitation of bridge #27152 in project description, RE: SP 027-752-035	Include rehabilitation of bridge #27152 in project description, RE: SP 027-752-035	Email	This will be reflected in the final 2022-2025 TIP.	
9.1 Hennepin County	Hennepin County	Request Project Scope Change	Change project description, RE: SP 027-635-038, CSAH 35 (PORTLAND AVE) FROM 98TH ST TO 86TH ST IN BLOOMINGTON AND CSAH 52 (NICOLLET AVE) FROM 76TH ST E TO 70TH ST IN RICHFIELD	RE: SP 027-635-038, CSAH 35 (PORTLAND AVE) FROM 98TH ST TO 86TH ST IN BLOOMINGTON AND CSAH 52 (NICOLLET AVE) FROM 76TH ST E TO 70TH ST IN RICHFIELD	Email	The requested change would require a scope change request through the TAB p help start that process.	



Commente Number	r Commenter Name	Organization	Comment Topic	Comment Summary	Full Co
1	0.0 Jonathan Smith	Prairie Lutheran Church	Public involvement process	TIP public meeting did not provide enough information to comment. TIP materials are complicated and not accessible to the average reader. Identify outreach goals and audience.	Hello, I Thank signed pedest the Me of TIP a anythin Over th then we recent
					I feel I found t The do Counci Even th on bec I canno this do
					hours of transit SPECIF •What
	1.0 Anna Pierce	Minnesota Department of Transportation	Public transportation agency safety plan targets	Several suggested edits to integrate public transportation agency safety plan targets into performance-based planning and programming related sections.	Page 1 This ap 21), wh pavem transit Page 1 The Co Page 1 The Co Page 1 Curren Moving future Page 1 In addi MnDO The ad increas Page 2 The 20 reliabil project Page 2 TAM p Page 2 Operat The MI Page 2
1	2.0 Lyndon Robjent	Carver County	Letter of support	Carver County supports TAB approval of the 2022-25 Transportation Improvement Program	Dear C Carver suppor Transp The Co transp proces represe Carver engage thousa project suppor regiona Technii The Co designa

Full Comment	Source	Response
Hello, Met Council,	Email	Outreach goals
	Lindi	• Confirm stakeholders' understanding of our region, the regional transportation system and the role of the Council in
Thank you for all the work you do. This email and the TIP meeting is my first direct interaction with the Met Council. I		that system.
signed up to attend the meeting on June 22nd, and I wasn't fully sure what to expect. I was searching for bike and pedestrian plans for the twin cities online, and how to be involved in bicycle advocacy. I came across the TIP page on		• Verify a shared understanding of the challenges and opportunities facing the regional transportation system and the changes we need to meet future transportation needs.
the Met Council website, and found the public meeting and signed up. I was hoping to learn more about an overview		Gather feedback, information about impact, and other community knowledge related to regional transportation
of TIP and then possibly public comment. In the meeting, there was a very general overview, but I didn't have		projects.
anything to comment on from that overview.		Outreach audience
Over the last hour or so, I've dove into the TIP document, and found a document that explained goals and vision, and		• Those directly and indirectly impacted by planned transportation projects – residents, commuters, business owners,
then very specific coded projects set up in a budgeting format. I started to look specifically at the projects in the most		community organizations, advocacy organizations
recent areas I've lived, Eden Prairie (current) and St Louis Park (2018-2020).		 Project sponsors – Transit providers; township, city or county government; park districts; MnDOT. Metropolitan Council – Transportation Advisory Board, TAB Technical Advisory Committee, Council Members
I feel I am someone who has an above average knowledge base on city planning and bicycle infrastructure, and I		
found the TIP document and supplementary materials of Thrive 2040 and RBTN nearly impossible to give feedback to.		Much of the Met Council's work is at a very high level in making policy decisions and plans that guide transportation
The documents I've read so far either give large-brushstroke overviews and explain the basics of the goals of the Council, or give projects with large numbers and no breakdowns of how the budget is calculated for each project.		infrastructure across the region. While there is no ideal level of education and background for a public commenter, there is admittedly a learning curve for those new to the transportation planning and programming work of the
Even the local projects in Eden Prairie and St Louis Park that I found in the TIP on Google Maps, I don't have feedback		Council. Consult the Transportation Planning and Programming Guide for an overview of our planning processes.
on because the level of detail doesn't go down far enough where comments on specific projects can be made.		https://metrocouncil.org/Transportation/Publications-And-Resources/Planning/MISCELLANEOUS-
Learnet imaging the level of detail that the Met Council has to have in order to focus on so many prejects, although		DOCUMENTS/Transportation-Planning-and-Programming-Guide-2020.aspx
I cannot imagine the level of detail that the Met Council has to have in order to focus on so many projects, although this document gives an inside perspective. And, from someone with a bachelor's degree that has taken in hundreds of	:	The meeting itself is meant to convey the four-year program of projects and answer questions about that program.
hours of media on city planning, bicycling, and equity, I don't have tons to say other than I am thankful for the level of		The feedback being solicited is on general TIP development along with questions about projects being listed. It is
transit that's being funded.		difficult to convey roughly 500 projects in a way that is digestible to the public but we are happy to respond to
SPECIFIC Questions on the TIP MEETING		questions about specific projects.
•What kind of feedback were you looking for with this meeting?		Along with the Minnesota Department of Transportation, local governments and agencies do the work of building out
Page 16 – insert text	Email	(no response required)
This approach was first established in 2012 with the federal Moving Ahead for Progress in the 21st Century Act (MAP-		
21), which established performance-based planning and identified the federal performance measures for safety, pavement and bridge condition, reliability, freight, congestion mitigation and air quality improvement (CMAQ), and		
transit asset management, and public transportation agency safety plan targets.		
Page 16 – Public Transportation Agency Safety Plan (PTASP) needs to be included in the 2022-2025 TIP.		
Page 17 – strikethrough text The Council has adopted a number of objectives and strategies intended to improve transportation safety.		
Page 18 – Add what projects are programmed that will improve these numbers.		
Currently, the metro area is not meeting the adopted target for the percent of bridges by deck area in good condition.		
Moving forward, the Council will continue to monitor bridge deck condition and explore mechanisms to ensure the		
future targets are met. Page 19 – Strikethrough text		
In addition to the interstate person-miles target, The Council has also elected to adopt targets that are different than		
MnDOT's for the truck travel time reliability index measure.		
The adopted MnDOT target truck travel time reliability of less than 1.5 would be very difficult to attain given the increased traffic in the metro area as compared to greater Minnesota.		
Page 20 – Add a call-out to a couple specific examples.		
The 2022-2025 TIP also includes projects that are anticipated to have a positive effect on mobility and system		
reliability. This includes a number of spot mobility enhancements as well as large set-asides for future mobility		
projects. Page 20 – Insert text		
TAM plan must be coordinated with the Council, which is the region's MPO.		
Page 20 – This sentence does not make sense. Is it supposed to say: The MPO has adopted the region's transit		
operators' 2018 performance targets through 2022. The MPO will use these TAM targets 2022.		
Page 22 – Add PTASP		
Dear Chair Hovland,	Email	Comment acknowledged. Thank you for your support of the draft TIP and for your involvement in the MPO processes.
Carver County, as one of the seven counties comprising the Metropolitan Council's Metropolitan Planning Area,		
supports the Draft 2022-25 Transportation Improvement Program (TIP) for approval by the Metropolitan Council's Transportation Advisory Board, the federally designated Metropolitan Planning Organization (MPO).		
The County was a full participant in the development of the draft 2022-25 TIP and the accompanying regional		
transportation planning process through the Metropolitan Council Technical Advisory Committees and the		
Transportation Advisory Board. The draft 2022-25 TIP is an outcome of the MPO's rigorous transportation planning		
process to address a wide range of transportation goals, performance measures, and investment targets and represents a significant partnership outcome from the regional planning process.		
Carver County-led projects included in the draft TIP were the outcome of substantial investment in the public		
engagement and consensus building process across multiple agencies. Extensive public engagement processes yielded	I	
thousands of public comments that were considered by project partners and directly impacted the County-led projects in the draft TIP. These projects are local priorities with project visions supported by residents, officially		
supported by multiple agencies through the adoption of transportation planning documents, and provide substantial		
regional transportation benefits, as determined by the detailed project analysis from the Metropolitan Council		
Technical Advisory Committees.		

nical Advisory Committees.

County supports the approval of the Draft 2022-25 TIP in accordance with and as a continuation of the federally nated transportation planning process.

mmenter Commenter Name Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
ber 13.0 Minnesota Association of Railroad Passengers	Northstar	Northstar trains were engineered to underperform at the outset, and they can perform better if re-imagined to serve more. Freeways are built in a cross-metro network; our rail services should be as well. Recommends expanding Northstar service to Hastings via the University of Minnesota and St. Paul and operating trains outside the peak hours.	 specifically relating to Northstar service. Northstar is a direct outgrowth of a proposal published by MinnARP in 1989 for a Regional Rail service for the Twin Cities to afford a public alternative to the region's freeway network. The proposal was for a three-line system using existing mainline railroad infrastructure. Each of the three lines would cross the entire metro region; each would "hub" with the other two lines at both downtown Minneapolis (MinnARP was first to identify the site that became Target Field Station as the best place to serve the Minneapolis CBD) and downtown St. Paul at Union Depot; and, each line would serve both main campuses of the University of Minnesota with an enclosed platform under the Intercampus Busway. The three lines would run (a) between Red Wing and Elk River, (b) Delano and Hudson (Wisc.), and (c) Mankato and Faribault (via Savage, Edina, Minneapolis, St. Paul and Northfield). These lines would NOT serve solely as a commuter service. Instead of trains clustered only in the morning and afternoon peak periods, trains would run all day at perhaps two hour intervals serving travelers of all descriptions making all types of trips. Additional fill-in trains would run at the rush hours. The concept planning that produced Northstar failed to grasp the network and synergistic values of this proposal, and focused instead on a service that could only serve a single type of traveler (an all-day commuter) in a single subset of only one-half of one of the three lines, a subset that ignored two of the three major traffic generators within the network: the St. Paul CBD and Ramsey County, and the two main campuses of the U of M. The result is that Northstar's train sets sit idle most of each day and for a large majority of the week, and even when running are capable of serving only a small subset of the much larger potential market demand in the region. Northstar fails even to provide a midday round trip that would allow use of Northstar	Email	The planning for major passenger rail lines in the region is a collaborative effort governments, MnDOT, and many other stakeholders in the region. A variety of studied for expanded service and a number of lines are in development or unde done without extension consideration of the needs, costs, and impacts of a corn along the potential line. The region's 2040 Transportation Policy Plan is a culmir Council and its partners on passenger rail investments for the region and the Pl rail transitways to expand access to transit using corridor-specific solutions that and outreach. At this time, no expansion of the Commuter Rail network is planr which was evaluated as part of the Red Rock corridor study that ultimately reco in the long-term. Passenger rail planning continues on the statewide level for th Duluth as part of MnDOT's statewide rail planning efforts, but this project is not Improvement Program as funding for the project has not yet been identified.
			When the Covid pandemic appeared, the single use of Northstar (daily commutation to the Minneapolis CBD)		
14.0 Anne Chatelaine	Rail and transit improvements	Supports blue line extension, BRT on route 62, and improvements on routes 3 and 10. Improve service to Duluth either through Northstar, BRT, or Amtrak.	I am sending my suggestions as to what should be done to improve the transit system and improve the roadways. Some improvements that should be made are as follows: extend the Blue Line to the Northwest Metro suburbs, go to BRT on route 62, going to at least Little Canada, if not Shoreview, 3, and 10. Complete Extension to Duluth on North Star Rail, or BRT! IMPROVE TIMING ON AMTRAK TO GET TO DULUTH!!! should not take more than 10 hours to get there!	Email	There are projects in the 2040 Transportation Policy Plan today or that will be c address many of your suggested improvements. The Blue Line Extension plannin transit is being recommended for the route 62, route 3, and route 10 corridors Next. The planning for passenger rail to Duluth is being led by MnDOT and this o staff accordingly.
14.1 Anne Chatelaine	Roadway system maintenance	Redo roads that are in so much disrepair from potholes so they are safe again. Just some of which I can think of the make our system more user friendly!!!	Redo roads that are in so much disrepair from potholes so they are safe again. Just some of which I can think of the make our system more user friendly!!!	Email	The largest outlay of highway funding in the draft TIP is for preservation of road infrastructure. This investment area is the highest priority in the 2040 Transpor garner the bulk of the highway resources over the next 20 years. However, add the system. If there are specific roadways or locations where you are experience roadway owner (township, city, county, or MnDOT) directly so that they are aw
15.0 Catherine Fleming	I-94 Access	Pass-through traffic in North Minneapolis pollutes air and does not stop to shop.	Due to the impending extension of the Blue Line into north Minneapolis and the distinct possibility that West Broadway will be the selected route as the rail goes to Brooklyn Park, I WOULD SUGGEST WE REMOVE ACCESS TO 194 (east and west) FROM WEST BROADWAY AVE N. My understanding (not verified by current traffic report) is that over 18k cars and trucks use two-lane West Broadway daily. The construction of the Blue Line will reduce West Broadway Ave N to a single-lane in both directions. The number of cars/trucks using West Broadway Ave N may not be reduced, just the number of traffic lanes. As a longtime northside resident, I'm tired of other cities using north Minneapolis as a "pass-thru" on their way to get to somewhere else. They don't visit here, they don't shop here and they pollute our air. Other cities (similar to Minneapolis) that have used racially motivated reasons to cut off ADOS/BIPOC communities from the rest of the world are now demanding and receiving federal dollars (\$) to tear down and remove these highways. We could do the same. Let's remove I94 access from West Broadway Ave N so that it can become a pedestrian-friendly transit and shopping mall that is inviting to residents from across the state and beyond. A designated parking ramp would be built for use by West Broadway Ave businesses customers. NOTE: So where will that traffic from West Broadway Ave N, be routed to? I'm not an engineer, what about 26th Ave N (just a thought) It will be up to the "experts and engineers" to find an alternate route or you can tell the people to leave their cars and take mass transitisn't that the whole idea of light rail?	,	There are several planning efforts underway in this area including finalizing a the Extension and the Environmental Impact Statement for the Truck Highway 252/ comments to these two planning efforts.
16.0 Michael Brooks	Bicycle and pedestrian project implementation	which agencies will be responsible for implementing the bike and ped solutions and over what period of time?	I receive email notices from Met Council and one caught my eye, but I have some observations and questions. Here's a paragraph from the email: These projects will: •Build better roads that improve safety and include all forms of transportation •Improve highways, bridges and interchanges that enhance traffic flow and improve local access •Invest in transit to create a stronger system that supports our growing region and better serves everyone •Create community connections by developing and improving bikeways and walkways Let's start with a single question; which agencies will be responsible for implementing the bike and ped solutions and over what period of time.	Email	Local governments (including parks agencies) and MnDOT are generally the imp improvements in the region. The Metropolitan Council does not have a specific system for 2040, but they do have a map of prioritized corridors for the Regiona helps local governments and MnDOT plan and implement a bike system that wil The timing of the build out of this system is still dependent on locally controlled competitive programs like the Regional Solicitation. The Council does provide fu projects through the Regional Solicitation and the projects are selected every tw from their local plans to compete for this funding and the region uses a technica projects that best meet regional transportation goals and objectives.
			Lots more to discuss, but let's start with Met Council's vision on execution and implementation.		

implementer's of bicycle and pedestrian cific vision for a bicycle and pedestrian ional Bicycle Transportation System that t will further regional travel by bicycle. olled funding and funding through e funding for bicycle and pedestrian y two years. Applicants submit projects nnically driven scoring system to select the

fort between Metropolitan Council, local of passenger rail corridors have been Inder construction. Rail planning is not corridor on the region and the people Imination of decades of planning by the e Plan includes a robust system of bus and hat have undergone extensive planning lanned, including rail service to Hastings, recommended a bus rapid transit solution or the North Lights Express train line to not reflected in the Transportation

e considered in a future amendment to nning is currently underway and bus rapid ors through Metro Transit's Network his comment will be shared with their

roads, bridges, and other highway sportation Policy Plan and will continue to additional funding is needed to maintain riencing potholes, please contact the aware of the location and can address it.

a the new alignment for Blue Line 252/I-94 corridor. We will pass along your

Commenter Commenter Name Organization Number	Comment Topic	Comment Summary	Full Comment	Source	Response
17.0 David Frenkel	Accessibility	•	I am always dismayed why there are so many non-vehicle facilities that are not ADA compliant. I live near the pedestrian bridge over Crosstown/Highway 62 freeway near Rosland Park in Edina that has not ADA compliant and it feeds into a major park in Edina. I have inquired numerous times to the city of Edina and the city of Edina has done a feasibility study to make the bridge ADA compliant but nothing has been done in the decade I have been complaining about it.		We understand frustration with infrastructure that hasn't been made accessible 50 or more employees are required to have ADA transition plans that include a s compliance with the Americans with Disabilities Act requirements. MnDOT iden bridge in the agency's ADA Transition Plan. There is a project in MnDOT's 10-yea on Highway 62 and this project will include work to bring this pedestrian bridge i the ADA is done at the federal level through the Department of Justice; their wel
18.0 Jeff and Laurie Christopherson	Highway 280/Broadway Street Intersection	Do not change Highway 280 speed limit nor eliminate Broadway stoplight, there is already too much speeding and truck-related safety and noise problems.	Subject line: Hwy 280 proposed speed limit change and elimination of Broadway stop light Please do not make either of these changes. There is already too much speeding and dangerous on and off of trucks. Most of the noise comes from the trucks jack breaking as well. My preference would be for it to close down completely, or be turned into another Ayd Mill Road. Why couldn't trucks travel on Kasota to better entry to 35 or 94? This 280 situation just keeps getting worse	Email	MnDOT has indicated that further public input will be gathered regarding any po Highway 280 and Broadway St NE. As a result, if the project still occurs, it will be pavement project on Highway 280. The removal of the project from the TIP will amendment or as part of the next draft TIP (2023-2026) in order to give the projec funding to another project. The speed limit on Highway 280 will remain the sam prior to the pavement project in 2027.
19.0 David and Alice Duggan	Highway 280/Broadway Street Intersection	Oppose removal of signal at Broadway and Highway 280. Oppose proposed speed limit increase. This change will aggravate sudden stop/merge problems.		5	MnDOT has indicated that further public input will be gathered regarding any po Highway 280 and Broadway St NE. As a result, if the project still occurs, it will be pavement project on Highway 280. The removal of the project from the TIP will amendment or as part of the next draft TIP (2023-2026) in order to give the proje funding to another project. The speed limit on Highway 280 will remain the sam prior to the pavement project in 2027.
20.0 Peter Vickerman	Freeway expansion	Freeway expansions/extensions/conversions will only exacerbate auto emissions and congestion.		Email	The Council is planning a Regional Transportation and Climate Change Measures impact of different types of transportation investments on greenhouse gases.
20.1 Peter Vickerman	Highway 55 Busway	Consider a busway for the Highway 55 improvements	Highway 55 west of Minneapolis is scheduled for pavement replacement and mill & overlay. This corridor has been and should continue to be considered to be converted to a multi-modal busway with adjacent bi-direction bike trails and sidewalks. See attached images for examples to consider. Rendering images are looking ENE from Wisconsin Avenue in Golden Valley.	Email	The Highway 55 corridor is under consideration for a bus rapid transit investmen potential for this corridor to support BRT. A pilot route will be implemented in 20 and the state budget included \$250,000 for a bus rapid transit study on Highway session. The results of this study will inform future Transportation Policy Plans, T
21.0 Troy Davison	Climate	TIP is not structured for climate-related investments. We are not on track to meet emissions goals.	I don't believe the TIP is structured in a way that facilitates the massive investments in sustainable transportation that we desperately need in light of the climate emergency we are currently facing. We are not on track to meet emissions goals which were already not ambitious as we need them to be. Transportation is Minnesota's #1 source of emissions and it's one of the easiest sectors to make major cuts.		The Metropolitan Council and the Transportation Advisory Board acknowledge the mitigating climate change for the benefit of all residents of our region and our plat traditionally underrepresented with the least ability to adapt to a changing climate transportation sector is a leading contributor to climate change in Minnesota and undertaking several efforts to advance climate mitigation including: an internally now underway; a study that will provide technical background and evaluate pote adoption of electric vehicles; investments in transit electrification and the develoc transition plan; a regional travel demand management study that will review bes and hold on to as many telecommuting gains made during COVID-19 as possible; climate change measures study that will prepare us to more directly consider climinfrastructure investments and policy direction. We are also working toward a neguide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The documents will provide opportunities for additional public input and technical an policy and investments to support climate mitigation.

ssible over decades. Public agencies with de a schedule for bringing facilities into identified your referenced pedestrian O-year plan for pavement and bridge work idge into ADA compliance. Enforcement of ir web site is ada.gov.

ny potential intersection changes at vill be delayed until 2027 to coincide with a will be reflected either as a future TIP project sponsor time to reallocate this same for now, but will be reassessed

ny potential intersection changes at vill be delayed until 2027 to coincide with a 9 will be reflected either as a future TIP project sponsor time to reallocate this same for now, but will be reassessed

sures Study in 2022 to further examine the ess.

tment. Past work has supported the in 2024 or 2025 through Metro Transit way 55 during the 2021 legislative ns, TIPs, and other state and local plans.

dge the urgency and importance of our planet, but especially those climate. We acknowledge the ta and in the United States. We are rnally focused climate action plan that is e potential strategies to accelerate the evelopment of a zero emission bus w best practices to update our strategies sible; and a regional transportation and er climate change as we evaluate d a new 2050 metropolitan development 24. The development of these guiding cal analysis that can lead to additional

ommenter Commenter Name lumber	Organization	Comment Topic	Comment Summary	Full Comment Sou	rce Response
22.0 Mike Allen		Climate and Multimodal Investment	Given climate change crisis, should focus less on improving interstate reliability. TIP should reflect investments in walking, biking, and transit infrastructure.	Given the historically unprecedented temperatures in North America this summer, and given our own drought here in Ema Minnesota, it's unconscionable to focus so much on improving interstate reliability. We are not on track to meet our pittful climate goals, and so focusing on improving the least efficient form of transport, while transportation remains the number one form of emissions, is stealing from our children. It is unconscionable to take from more efficient forms. The TIP should reflect investments in walking, biking, and transit infrastructure.	 mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program include a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects. In addition, roadway projects often include multimodal improv
23.0 Sam Penders		Safety targets	We need a lower target for serious roadway injuries/deaths. 100 per year is too high. Let's aim for zero and change our streets to achieve that.	00 We need a lower target for serious roadway injuries/deaths. 1000 per year is too high. Let's aim for zero and change Ema our streets to achieve that.	The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved Thank you for your comment. The Council agrees that any people dying or being seriously injured from traffic crashes is unacceptable. We will include your comments for consideration in our discussion with our local partners when setting the 2022 annual targets. The Council is currently leading a pedestrian safety action plan to identify strategies to eliminate fatalities and serious injuries for people walking and rolling in the region. The Council will also be expanding its safety planning work to help elevate the need to end traffic deaths and serious injuries in the region through working with our partners across the region, including state and local governments.
23.1 Sam Penders		VMT reduction	We need to drastically reduce vehicle miles travelled. Global heating is becoming unbearable—Portland reached 115° last week. Let's reduce single occupancy vehicle trips to 50% of trips instead of 75%.	We need to drastically reduce vehicle miles travelled. Global heating is becoming unbearable—Portland reached 115° Ema last week. Let's reduce single occupancy vehicle trips to 50% of trips instead of 75%.	The single-occupancy vehicle target is federally mandated. Per federal rules, the target must be achievable and not visionary. Based on recent trends, the SOV target is aggressive.
23.2 Sam Penders		Climate and Multimodal Investment	Given climate change crisis, should focus less on improving interstate reliability. TIP should reflect investments in walking, biking, and transit infrastructure.	We should not be expanding highways or "improving" them while the earth heats up to an unlivable degree. We need Ema dramatic investment in transit, walking, biking, and rolling instead of highway funding.	The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.
					The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program include a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved

ommenter Commenter Name umber	Organization	Comment Topic	Comment Summary	Full Comment Sc	ource	Response
24.0 Derek Eicholz		Emissions	Plan appears to make [emissions reduction] goals less aggressive than they already were.	Reading through the proposed Transportation Improvement Plan was admittedly very frustrating and had me questioning what decade it was. Its very clear that the plan was designed to be able to say there were goals in place for cutting emissions, but to not actually make those goals remotely ambitious enough to meet the current moment, and to not make the needed changes in priorities that would make meeting those goals possible. It appears as those 	mail	The single-occupancy vehicle target is federally mandated. Per federal rules, the visionary. Based on recent trends, the SOV target is aggressive.
24.1 Derek Eicholz		Safety targets	Additionally, I find it abhorrent to just accept the huge amount of people being killed by motorists. Vision Zero is zero for a reason, it's not Vision Hopefully Maybe A Couple Less People Dying If We're Lucky.	Additionally, I find it abhorrent to just accept the huge amount of people being killed by motorists. Vision Zero is zero En for a reason, it's not Vision Hopefully Maybe A Couple Less People Dying If We're Lucky. These lives are in this councils hands, and I can't believe how little they seem to matter. These changes are possible to save lives needlessly lost each year. It simply takes prioritizing those lives instead of the holiness of the automobile and the incorrect assessment that more highways will reduce congestion.	mail	Thank you for your comment. The Council agrees that any people dying or being is unacceptable. We will include your comments for consideration in our discuss setting the 2022 annual targets. The Council is currently leading a pedestrian saf to eliminate fatalities and serious injuries for people walking and rolling in the re expanding its safety planning work to help elevate the need to end traffic death through working with our partners across the region, including state and local ge
24.2 Derek Eicholz		Safety and Multimodal Investment	Safety and reliability are problems for transit, walking and biking. Investments should prioritize improvements to these modes.	I say this as someone who commutes mostly by car myself. Not because I want to, but because that is the physical environment that has been built and further entrenched for decades. Transit options don't arrive frequently enough and there are wide areas where routes are missing. Biking feels like a high stakes gamble every time as my neighborhood is surrounded by city streets that have essentially been turned into highways, riding inches away from literal tons of metal with nothing between us. Crossing a street on foot feels even more precarious, even as a young fully able bodied individual. I cannot imagine the fear of those older or differently abled in these situations. Please give citizens more options and prioritize these other methods of transit.	mail	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossi projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trai The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.
25.0 Douglas Schairer		Climate	The "goal" of reducing SOV trips only to 75% is entirely unacceptable. There needs to be more focus on mass transit and biking. Set a goal of stopping expanding highways.	Firstly, given the unprecedented weather we are experiencing it's important to center that we are in a climate crisis and that personal vehicles are our largest contributors to that. Transportation is Minnesota's largest source of emissions. I think then the "goal" of reducing SOV trips only to 75% is entirely unacceptable. We must set ambitious goals and push toward making the changes necessary for sustainable transportation or else our planet will increasingly become uninhabitable. In this vein, there needs to be more focus on mass transit and biking, especially in the Metro but arguably all population centers around the state. We should also set a goal of stopping expanding highways because we know this induces demand and is not an efficient use of our tax money that is better spent on more efficient modes of transportation for lower cost. All in all I don't think the document reflects accurate the ecological breakdown we're currently experiencing and ties that to hold, actionable transportation goals to get us out of our largest source of emissions.	mail	The single-occupancy vehicle target is federally mandated. Per federal rules, the visionary. Based on recent trends, the SOV target is aggressive. The Metropolitan Council and the Transportation Advisory Board (TAB) agree we transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit modernization, and service expansion projects.
26.0 @lieholepiehole		Safety targets	1,000 preventable traffic deaths this year alone is not an acceptable safety target.	First up: safety targets (p. 17). The TIP aims for 844 traffic and 108 non-motorized fatalities/serious injuries in 2021. Tw (Non-motorized fatalities/injuries = people not in cars.) https://safety.fhwa.dot.gov/hsip/spm/docs/spm_factsheet.pdf The plan acknowledges that the Council supports working toward Vision Zero but claims that incremental change is necessary. I don't think this is really acceptable when incremental change allows for nearly 1,000 preventable traffic deaths this year alone. (4/12)	witter	Thank you for your comment. The Council agrees that any people dying or being is unacceptable. We will include your comments for consideration in our discuss setting the 2022 annual targets. The Council is currently leading a pedestrian sat to eliminate fatalities and serious injuries for people walking and rolling in the re expanding its safety planning work to help elevate the need to end traffic death through working with our partners across the region, including state and local ge
26.1 @lieholepiehole		Roadway investments	Highway improvements should be our absolute lowest priority right now	Next: congestion mitigation and air quality (CMAQ, p 19). MnDOT established a statewide goal of having 80% reliable Tw person-miles traveled on the interstate. Met Council is aiming for 70% in the Twin Cities, acknowledging the lower goal is more appropriate given the urban context. Further, the TIP aims lower in its target for emissions reductions (that's right, they're setting targets that allow more emissions) and sets a lofty goal of reducing SOV traffic from 76.1% of trips to75%. These targets are all used to prioritize highway project funding. Given that it was just 115 degrees for multiple days in the Pacific Northwest, I think it's fair to say that highway improvements should be our absolute lowest priority right now.	witter	The single-occupancy vehicle target is federally mandated. Per federal rules, the visionary. Based on recent trends, the SOV target is aggressive. The Metropolitan Council and the Transportation Advisory Board (TAB) agree w transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit modernization, and service expansion projects.

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being seriously injured from traffic crashes acussion with our local partners when in safety action plan to identify strategies the region. The Council will also be eaths and serious injuries in the region cal governments.

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s not include locally funded bicycle and ugh the Regional Solicitation. In 2020, TAB s. In addition, roadway projects often rossings. The needs for these types of he number of people biking and walking in locally funded, but the Council has done e transit, bicycle, and pedestrian planning. has subsequently updated and improved d locations that should be addressed. The gies for eliminating pedestrian fatalities demand management study that will help the peak period, particularly emphasizing forts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and nt guide update and the 2050 ore depth as part of the regional visioning stay involved in the discussion as the

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ree with and support expanded funding for asportation Improvement Program includes ne Extension, Blue Line Extension, Gold in transit bus replacements,

being seriously injured from traffic crashes incussion with our local partners when in safety action plan to identify strategies the region. The Council will also be eaths and serious injuries in the region cal governments.

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
26.2 @lieholepiehole		TIP structure	I don't believe the TIP is structured in a way that facilitates the massive investments in sustainable transportation.	Skipping ahead to p. 35, the TIP states that projects must contribute to a safe regional transportation system that provides reliable, affordable, and efficient multimodal options, and promote a healthy, sustainable environment. Most highway improvements would be made at the expense of other modes, and cars are more expensive and less efficient (spatially and in terms of emissions) than transit, bicycling, walking or any other way to get around the cities. As it stands, I don't believe the TIP is structured in a way that facilitates the massive investments in sustainable transportation that we desperately need in light of the climate emergency. We are not on track to meet emissions goals which were already not ambitious as we need them to be. Transportation is Minnesota's #1 source of emissions and it's one of the easiest sectors to make major cuts.	Twitter	We agree that the TIP must be consistent with the region's Transportation Policy of goals, objectives, and strategies. While some projects may be consistent with more specifically target just one of the TPP goals. Most of our highway projects I and this is called for in the TPP and prioritized in our project selection processes.
27.0 Margaret Levin		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu- recent decades. Most bike and pedestrian projects are locally initiated and locall- work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
27.1 Margaret Levin		Highways, greenhouse gas emissions and racial a	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to em reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mir States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight n and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed land transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advar crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mo then finally strategic capacity enhancements.

nding and help address the needs of a e Minnesota Legislature, and the United s and do so because these projects have a ight movements, economic development, e 2040 Transportation Policy Plan lays out odal, use existing right-of-way, are -investment approach, and reduce d lanes where carpoolers and public way lanes. On arterial roadway projects, advantages, and safer multimodal project sponsors consider a tiered issue is identified: travel demand mobility projects; priced managed lane;

olicy Plan (TPP), which has a wide variety with all the TPP goals, other projects may jects have strong multimodal elements sses.

e with and support expanded funding for sportation Improvement Program includes e Extension, Blue Line Extension, Gold n transit bus replacements,

s not include locally funded bicycle and ugh the Regional Solicitation. In 2020, TAB s. In addition, roadway projects often rossings. The needs for these types of he number of people biking and walking in locally funded, but the Council has done e transit, bicycle, and pedestrian planning. has subsequently updated and improved d locations that should be addressed. The gies for eliminating pedestrian fatalities lemand management study that will help g the peak period, particularly emphasizing forts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and nt guide update and the 2050 ore depth as part of the regional visioning stay involved in the discussion as the

oads, bridges, and other highway emissions and will develop strategies to

Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
27.2 Margaret Levin		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establisi our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. It the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree witt transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit robust in bicycle and pedestrian projects, through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossir projects outweighs the funding; however, especially given the increases in the nut recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trans the council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encoura
27.3 Margaret Levin		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this ar
28.0 Bill Mears		Roadway investments	I don't like the idea of building out the highway system	While I support public transit funding, and some road, and bridge maintenance, I don't like the idea of building out the highway system, who've would further contribute to sprawl, and more environmental compromise.	Email	No new freeways or other principal arterial roadways are planned in the draft TI Policy Plan (2040). The highway system is largely mature and only incremental or
29.0 Mary Ludington		Equity assessments	The Met Council and the TIP assess how each project impacts racial inequity, economic inequity, and greenhouse emissions, and prioritizes projects that promote equity and reduce emissions.	The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Mer Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Email	Equity impacts, both future and past, are important considerations when selectin Some project selection processes have been adjusted to include Equity measure when selecting projects, Specifically the Regional Solicitation process does now as a measure across all project application categories. However, it it important to strategies/actions and appropriate measures that must be considered when fun- region is just getting underway a study titled Equity Evaluation of Regional Trans adopt new strategies that will result in more equitable regional transportation in existing processes to be more diverse, inclusive and equitable.
30.0 Brianna Mann		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.

rdance with the FY22 State

15, 2022. During this effort, Metro Transit tablish goals and milestones, and assess ning, fleet procurements and facility nd its METRO network of transitways over nt all day transit services that will provide cles. When fully complete, a majority of

e with and support expanded funding for sportation Improvement Program includes e Extension, Blue Line Extension, Gold n transit bus replacements,

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t can help us make large progress in de significant investments in electrifying are in the midst of a study to provide ake to accelerate the adoption of electric his area.

aft TIP or in the 20-year Transportation ntal changes are planned.

lecting projects to be included in the TIP. sures and outcomes that are considered now consider Equity impacts and benefits ant that the region continues to identify funding projects across all modes. The ransportation Investment to identify and on investments and also to change

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menter Commenter Name nber	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
30.1 Brianna Mann		Highways, greenhouse gas emissions and racial and	e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, bridge infrastructure. The Councils is currently working on several studies related to emissions reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and he growing population and economy. Local cities, counties, region, MnDOT, the Minnesota States Department of Transportation all play a part in funding these projects and do so I number of benefits beyond congestion relief, including improving safety, freight movem and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Trans investment principles for highway mobility projects so that they are multimodal, use exi coordinated with other planned projects, utilize a lower-cost/high return-on-investmen environmental impacts. This approach results in projects like price managed lanes whe transit can use the lane free of charge instead of new general-purpose freeway lanes. Of this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, crossings that are built as part of expansion projects. The TPP lays out that project spon approach that considers investments in the following order when a mobility issue is ider management; traffic management technologies; lower cost-high benefit spot mobility projects then finally strategic capacity enhancements.
30.2 Brianna Mann		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet pr improvements in the coming years. Metro Transit is also continuing to expand its METR the next 10 years, creating a regional integrated network of reliable, frequent all day trahigh quality options for travel on transit rather than in single occupant vehicles. When fit the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and se transit, travel demand management, biking, and walking projects. The Transportation Ir a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regi funded all pedestrian applications and 11 multi-use trail and bicycle projects. In additior include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally funde work or is doing work to encourage local governments to do more proactive transit, bic The Council also studied bicycle system barriers and prioritized locations the network. The Council also studied bicycle system barriers and prioritized locations to Council is currently leading a pedestrian safety action plan to identify strategies for elim and serious injuries in the region. And the Council is just beginning a travel demand mar identif
30.3 Brianna Mann		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can help u mitigating climate change and improve public health. Metro Transit has made significan its fleet and is currently developing a zero emission bus transition plan. We are in the m technical background and strategies that we, with our partners, can undertake to accele vehicles. We look forward to the results of this project and future work in this area.

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nding and help address the needs of a e Minnesota Legislature, and the United s and do so because these projects have a eight movements, economic development, e 2040 Transportation Policy Plan lays out odal, use existing right-of-way, are n-investment approach, and reduce d lanes where carpoolers and public way lanes. On arterial roadway projects, advantages, and safer multimodal project sponsors consider a tiered r issue is identified: travel demand of mobility projects; priced managed lane;

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
31.0 Moraski Kathleen		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
31.1 Moraski Kathleen		Highways, greenhouse gas emissions and racial ar	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mir States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight r and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inveenvironmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway latthis multimodal emphasis equates to new trails, pedestrian bridges, transit advar crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mothen finally strategic capacity enhancements.
31.2 Moraski Kathleen		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Redu Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full ce battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establist our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. If the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree witt transit, travel demand management, biking, and walking projects. The Transport: a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit on a service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trans the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the projects to grower to encourage travel that is not single-occupant vehicles during the projects to projects in their investments, since they are the primary implementers of these to the projects in their investments, since they are the primary im

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ding and help address the needs of a e Minnesota Legislature, and the United and do so because these projects have a ght movements, economic development, 2040 Transportation Policy Plan lays out dal, use existing right-of-way, are -investment approach, and reduce I lanes where carpoolers and public vay lanes. On arterial roadway projects, dvantages, and safer multimodal project sponsors consider a tiered issue is identified: travel demand t mobility projects; priced managed lane;

ordance with the FY22 State 15, 2022. During this effort, Metro Transit cablish goals and milestones, and assess ning, fleet procurements and facility nd its METRO network of transitways over nt all day transit services that will provide cles. When fully complete, a majority of

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31.3 Moraski Kathleen		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.		erra Club The electrification of the transportation system is an important strategy that car mitigating climate change and improve public health. Metro Transit has made si its fleet and is currently developing a zero emission bus transition plan. We are i technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this an
32.0 Paul Gregory		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transpor a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossi projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.
32.1 Paul Gregory		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	 The largest outlay of highway funding in the draft TIP is for preservation of road infrastructure. The Councils is currently working on several studies related to er reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation fundin growing population and economy. Local cities, counties, region, MnDOT, the M States Department of Transportation all play a part in funding these projects an number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 20-investment principles for highway mobility projects so that they are multimodal coordinated with other planned projects, utilize a lower-cost/high return-on-invenvironmental impacts. This approach results in projects like price managed lat transit can use the lane free of charge instead of new general-purpose freeway this multimodal emphasis equates to new trails, pedestrian bridges, transit adva crossings that are built as part of expansion projects. The TPP lays out that pro approach that considers investments in the following order when a mobility issu management; traffic management technologies; lower cost-high benefit spot m then finally strategic capacity enhancements.

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32.2 Paul Gregory		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full be battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordar Transportation Bill and submitting to the Legislature no later than February 15, i will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree w transit, travel demand management, biking, and walking projects. The Transpor a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel demi identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Region
32.3 Paul Gregory		Electric vehicle charging infrastructure		The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made si its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake vehicles. We look forward to the results of this project and future work in this a
33.0 Beth Minehart		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree w transit, travel demand management, biking, and walking projects. The Transpor a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through to funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel demi identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
33.1 Beth Minehart		Highways, greenhouse gas emissions and racial and	e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, bridge infrastructure. The Councils is currently working on several studies related to emissions reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and he growing population and economy. Local cities, counties, region, MnDOT, the Minnesota States Department of Transportation all play a part in funding these projects and do so for number of benefits beyond congestion relief, including improving safety, freight movem and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Transs investment principles for highway mobility projects so that they are multimodal, use exi coordinated with other planned projects, utilize a lower-cost/high return-on-investment environmental impacts. This approach results in projects like price managed lanes when transit can use the lane free of charge instead of new general-purpose freeway lanes. Of this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, crossings that are built as part of expansion projects. The TPP lays out that project spon approach that considers investments in the following order when a mobility issue is ider management; traffic management technologies; lower cost-high benefit spot mobility p then finally strategic capacity enhancements.
33.2 Beth Minehart		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet pr improvements in the coming years. Metro Transit is also continuing to expand its METRO the next 10 years, creating a regional integrated network of reliable, frequent all day tra high quality options for travel on transit rather than in single occupant vehicles. When for the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and s transit, travel demand management, biking, and walking projects. The Transportation In a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Region funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally funde work or is doing work to encourage local governments to do more proactive transit, bicy. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequ the network. The Council also studied bicycle system barriers and prioritized locations th Council is currently leading a pedestrian safety action plan to identify strategies for elim and serious injuries in the region. And the Council is just beginning a travel de
33.3 Beth Minehart		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can help us mitigating climate change and improve public health. Metro Transit has made significan its fleet and is currently developing a zero emission bus transition plan. We are in the m technical background and strategies that we, with our partners, can undertake to accele vehicles. We look forward to the results of this project and future work in this area.

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34.0 Amy Grace		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Externa Line, Rush Line, and B, E, and F lines. There is also a substantial investment in trans modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossing projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking. The intent of these regional efforts i Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these ty investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more de process. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
34.1 Amy Grace		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emireduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight n and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, to coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway lathis multimodal emphasis equates to new trails, pedestrian bridges, transit advancrossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mole then finally strategic capacity enhancements.
34.2 Amy Grace		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Redu Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full te battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance Transportation Bill and submitting to the Legislature no later than February 15, 20 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, f improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. V the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Exter Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking. T

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
34.3 Amy Grace		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this are
35.0 Roxanne Friedenfels		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Extern Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not in pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu- recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel deman- identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these tr investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more do process. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
35.1 Roxanne Friedenfels		Highways, greenhouse gas emissions and racial ar	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mir States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight of and job accessibility. Instead of prohibiting highway expansion projects, the 2044 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed land transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mot then finally strategic capacity enhancements.

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35.2 Roxanne Friedenfels		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full te battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordar Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trai The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Re
35.3 Roxanne Friedenfels		Electric Vehicle Charging Infrastructure		The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that car mitigating climate change and improve public health. Metro Transit has made si its fleet and is currently developing a zero emission bus transition plan. We are i technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this an
36.0 Susan Gjersvik		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossi projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trai The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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36.1 Susan Gjersvik		Highways, greenhouse gas emissions and racial and	e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, bridge infrastructure. The Councils is currently working on several studies related to emissions reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and he growing population and economy. Local cities, counties, region, MnDOT, the Minnesota States Department of Transportation all play a part in funding these projects and do so b number of benefits beyond congestion relief, including improving safety, freight movem and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Transp investment principles for highway mobility projects so that they are multimodal, use exis coordinated with other planned projects, utilize a lower-cost/high return-on-investment environmental impacts. This approach results in projects like price managed lanes where transit can use the lane free of charge instead of new general-purpose freeway lanes. Of this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, crossings that are built as part of expansion projects. The TPP lays out that project spor approach that considers investments in the following order when a mobility issue is iden management; traffic management technologies; lower cost-high benefit spot mobility pro- then finally strategic capacity enhancements.
36.2 Susan Gjersvik		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals a our service, fleet and facilities to inform capital and operations budget planning, fleet primovements in the coming years. Metro Transit is also continuing to expand its METRO the next 10 years, creating a regional integrated network of reliable, frequent all day trahigh quality options for travel on transit rather than in single occupant vehicles. When further trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and si transit, travel demand management, biking, and walking projects. The Transportation Im a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regio funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally funder work or is doing work to encourage local governments to do more proactive transit, bicy The Council created a Regional Bicycle Transportation Network in 2014 and has subsequ the network. The Council also studied bicycle system barriers and prioritized locations th Council is currently leading a pedestrian safety action plan to identify strategies for elimi and serious injuries in the region. And the Council is just beginning a travel dem
36.3 Susan Gjersvik		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can help us mitigating climate change and improve public health. Metro Transit has made significant its fleet and is currently developing a zero emission bus transition plan. We are in the mit technical background and strategies that we, with our partners, can undertake to accele vehicles. We look forward to the results of this project and future work in this area.

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37.0 Anthony Thompson		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in trans modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locallw work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel demai identify ways to encourage travel that is not single-occupant vehicles during the j other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment guitarian and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development guitarian and to encourage local governments and transit providers to projects. In their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development guitarian
37.1 Anthony Thompson		Highways, greenhouse gas emissions and racial and	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mir States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight r and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inverse environmental impacts. This approach results in projects like price managed land transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advar crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mo then finally strategic capacity enhancements.
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38.0 Derek Steele		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Externation, and service expansion projects. While the TIP generally does not in pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In an include multimodal improvements like new sidewalks, trails, or enhanced crossing projects outweighs the funding; however, especially given the increases in the num recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council created a Regional Bicycle Transportation Network in 2014 and has su the network. The Council also studied bicycle system barriers and prioritized locat Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demarr identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking. The intent of these regional efforts i Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these ty investment needs analyses will feed into the 2050 metropolitan development guid transportation Policy Plan. Funding structures are likely to be revisited in more de process. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
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38.2 Derek Steele		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full te battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordat Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree w transit, travel demand management, biking, and walking projects. The Transpor a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel demi identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regio
38.3 Derek Steele		Electric Vehicle Charging Infrastructure		The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made si its fleet and is currently developing a zero emission bus transition plan. We are i technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this an
39.0 Steve Wiley		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transpor a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossi projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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Commenter Commenter Name	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
Source Commenter Name Number 39.1 Steve Wiley	Organization		d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	 Full Comment I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that increase traffic and emissions is just plain wrong. As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and should also prioritize projects that promote equity and reduce emissions. 		Response The largest outlay of highway funding in the draft TIP is for preservation of roads, bridge infrastructure. The Councils is currently working on several studies related to emissions reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and he growing population and economy. Local cities, counties, region, MnDOT, the Minnesota States Department of Transportation all play a part in funding these projects and do so the number of benefits beyond congestion relief, including improving safety, freight movem and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Transpi investment principles for highway mobility projects so that they are multimodal, use exit coordinated with other planned projects, utilize a lower-cost/high return-on-investment environmental impacts. This approach results in projects like price managed lanes when transit can use the lane free of charge instead of new general-purpose freeway lanes. Of this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, crossings that are built as part of expansion projects. The TPP lays out that project spor approach that considers investments in the following order when a mobility issue is ider management; traffic management technologies; lower cost-high benefit spot mobility pro- states in the following order when a mobility issue is ider
39.2 Steve Wiley		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full be battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet pr improvements in the coming years. Metro Transit is also continuing to expand its METRG the next 10 years, creating a regional integrated network of reliable, frequent all day trahigh quality options for travel on transit rather than in single occupant vehicles. When fu the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and s transit, travel demand management, biking, and walking projects. The Transportation In a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally funde work or is doing work to encourage local governments to do more proactive transit, bicy, The Council created a Regional Bicycle Transportation Network in 2014 and has subsequ the network. The Council also studied bicycle system barriers and prioritized locations the Council is currently leading a pedestrian safety action plan to identify strategies for elimin and serious injuries in the region. And the Council is just beginning at ravel demand man general solicitation and to encourage local governments and transit providers to head th
39.3 Steve Wiley		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can help us mitigating climate change and improve public health. Metro Transit has made significan its fleet and is currently developing a zero emission bus transition plan. We are in the m technical background and strategies that we, with our partners, can undertake to accele vehicles. We look forward to the results of this project and future work in this area.

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40.0 Luis Olvera		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Externation, and B, E, and F lines. There is also a substantial investment in trans modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossing projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council created a Regional Bicycle Transportation Network in 2014 and has su the network. The Council also studied bicycle system barriers and prioritized locar Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the projects in their investments, since they are the primary implementers of these to projects in their investments, since they are the primary implementers of these to projects in their investments, since they are the primary implementers of these to projects. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
40.1 Luis Olvera		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emireduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight n and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, to coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway lathis multimodal emphasis equates to new trails, pedestrian bridges, transit advant crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot molithen finally strategic capacity enhancements.
40.2 Luis Olvera		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full te battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance Transportation Bill and submitting to the Legislature no later than February 15, 20 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, f improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. V the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Exter Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not in pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council created a Regional Bicycle Transportation Network in 2014 and has sis the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel deman identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking.

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40.3 Luis Olvera		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this are
41.0 Linda Maloney		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Externa Line, Rush Line, and B, E, and F lines. There is also a substantial investment in trans modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossing projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council created a Regional Bicycle Transportation Network in 2014 and has set the network. The Council also studied bicycle system barriers and prioritized locar Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the pother modes like transit, biking, and walking. The intent of these regional efforts in Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these the investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more de process. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
41.1 Linda Maloney		Highways, greenhouse gas emissions and racial ar	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight i and job accessibility. Instead of prohibiting highway expansion projects, the 2044 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed land transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mot then finally strategic capacity enhancements.

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42.0 Christian Berglund		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossi projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trai The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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42.1 Christian Berglund		Highways, greenhouse gas emissions and racial and	e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, bridge infrastructure. The Councils is currently working on several studies related to emissions reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and he growing population and economy. Local cities, counties, region, MnDOT, the Minnesota States Department of Transportation all play a part in funding these projects and do so b number of benefits beyond congestion relief, including improving safety, freight movem and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Transp investment principles for highway mobility projects so that they are multimodal, use exit coordinated with other planned projects, utilize a lower-cost/high return-on-investment environmental impacts. This approach results in projects like price managed lanes where transit can use the lane free of charge instead of new general-purpose freeway lanes. O this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, crossings that are built as part of expansion projects. The TPP lays out that project spor approach that considers investments in the following order when a mobility issue is ider management; traffic management technologies; lower cost-high benefit spot mobility pr then finally strategic capacity enhancements.
42.2 Christian Berglund		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet pr improvements in the coming years. Metro Transit is also continuing to expand its METRO the next 10 years, creating a regional integrated network of reliable, frequent all day tra high quality options for travel on transit rather than in single occupant vehicles. When for the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and s transit, travel demand management, biking, and walking projects. The Transportation In a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Region funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally funde work or is doing work to encourage local governments to do more proactive transit, bic, The Council created a Regional Bicycle Transportation Network in 2014 and has subsequ the network. The Council also studied bicycle system barriers and prioritized locations th Council is currently leading a pedestrian safety action plan to identify strategies for elima and serious injuries in the region. And the Council is just beginning a travel de
42.3 Christian Berglund		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can help u mitigating climate change and improve public health. Metro Transit has made significan its fleet and is currently developing a zero emission bus transition plan. We are in the m technical background and strategies that we, with our partners, can undertake to accele vehicles. We look forward to the results of this project and future work in this area.

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43.1 Amy Hubbard		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emireduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight n and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, to coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway lathis multimodal emphasis equates to new trails, pedestrian bridges, transit advant crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot molithen finally strategic capacity enhancements.
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44.0 Jessica Richard		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Externa Line, Rush Line, and B, E, and F lines. There is also a substantial investment in trans modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council created a Regional Bicycle Transportation Network in 2014 and has si the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the projects in their investments, since they are the primary implementers of these to investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more du process. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
44.1 Jessica Richard		Highways, greenhouse gas emissions and racial ar	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mir States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight r and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inveenvironmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advar crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mothen finally strategic capacity enhancements.

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44.2 Jessica Richard		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full be battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establisi our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. It the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossir projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these r
44.3 Jessica Richard		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this are
45.0 Linda Nelssen		Transit expansion	Finish transit project Eden Prairie to downtown	I am proud we Minnesotans know! We [Eden Prairie] were the first city to see major infrastructure problems when our freeway collapsed killing too many! And our response so great other cities should copy our safe roads! Expenditures and planning! Please finish our Eden Prairie mass transit to downtown, We are the most forward-acting. We are the model for all other states! Let?s acknowledge that and keep on forging ahead!	Sierra Club	The Green Line Extension light rail project is currently under construction and the determined.
45.1 Linda Nelssen		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossir projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay if region continues to discuss regional transportation investment priorities.

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46.0 Mary Hillesheim		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects	I am a public transit supporter. In my youth, I worked for Douglas County and helped to start a multi-county public transit system in rural Minnesota. It is now time to move on to new ways of doing things, to protect air quality, area residents and save our planet. I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
46.1 Mary Hillesheim		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mir States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight r and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-invertion such as the lane free of charge instead of new general-purpose freeway lathis multimodal emphasis equates to new trails, pedestrian bridges, transit advart crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mothen finally strategic capacity enhancements.
46.2 Mary Hillesheim		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establist our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. We the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall- work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of thes

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not include locally funded bicycle and gh the Regional Solicitation. In 2020, TAB . In addition, roadway projects often ossings. The needs for these types of he number of people biking and walking in ocally funded, but the Council has done transit, bicycle, and pedestrian planning. has subsequently updated and improved locations that should be addressed. The gies for eliminating pedestrian fatalities emand management study that will help the peak period, particularly emphasizing orts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and t guide update and the 2050 ore depth as part of the regional visioning tay involved in the discussion as the

oads, bridges, and other highway o emissions and will develop strategies to

nding and help address the needs of a e Minnesota Legislature, and the United s and do so because these projects have a eight movements, economic development, e 2040 Transportation Policy Plan lays out odal, use existing right-of-way, are n-investment approach, and reduce d lanes where carpoolers and public way lanes. On arterial roadway projects, advantages, and safer multimodal project sponsors consider a tiered rissue is identified: travel demand of mobility projects; priced managed lane;

rdance with the FY22 State 15, 2022. During this effort, Metro Transit ablish goals and milestones, and assess ning, fleet procurements and facility nd its METRO network of transitways over nt all day transit services that will provide les. When fully complete, a majority of

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a not include locally funded bicycle and gh the Regional Solicitation. In 2020, TAB a. In addition, roadway projects often ossings. The needs for these types of he number of people biking and walking in ocally funded, but the Council has done e transit, bicycle, and pedestrian planning. has subsequently updated and improved I locations that should be addressed. The gies for eliminating pedestrian fatalities lemand management study that will help the peak period, particularly emphasizing forts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and

Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
46.3 Mary Hillesheim		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can here mitigating climate change and improve public health. Metro Transit has made sign its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this are
47.0 Michael Erickson		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Externa Rush Line, and B, E, and F lines. There is also a substantial investment in trans modernization, and service expansion projects. While the TIP generally does not in pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In actinculde multimodal improvements like new sidewalks, trails, or enhanced crossing projects outweighs the funding; however, especially given the increases in the num recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive transs. The Council created a Regional Bicycle Transportation Network in 2014 and has su the network. The Council also studied bicycle system barriers and prioritized locat Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking. The intent of these regional efforts is Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these ty investment needs analyses will feed into the 2050 metropolitan development guid Transportation Policy Plan. Funding structures are likely to be revisited in more de process. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
47.1 Michael Erickson		Highways, greenhouse gas emissions and racial ar	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emireduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight r and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, to coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway lathis multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mot then finally strategic capacity enhancements.

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not include locally funded bicycle and the Regional Solicitation. In 2020, TAB In addition, roadway projects often sings. The needs for these types of number of people biking and walking in cally funded, but the Council has done ransit, bicycle, and pedestrian planning. s subsequently updated and improved ocations that should be addressed. The es for eliminating pedestrian fatalities mand management study that will help he peak period, particularly emphasizing rts is to help identify needs for the s to plan for and prioritize these se types of projects. These studies and guide update and the 2050 e depth as part of the regional visioning ay involved in the discussion as the

bads, bridges, and other highway emissions and will develop strategies to

ding and help address the needs of a Minnesota Legislature, and the United and do so because these projects have a ght movements, economic development, 2040 Transportation Policy Plan lays out dal, use existing right-of-way, are investment approach, and reduce lanes where carpoolers and public ay lanes. On arterial roadway projects, dvantages, and safer multimodal project sponsors consider a tiered ssue is identified: travel demand mobility projects; priced managed lane;

Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
47.2 Michael Erickson		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full te battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordar Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transpor a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regi
47.3 Michael Erickson		Electric Vehicle Charging Infrastructure	0.0	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that car mitigating climate change and improve public health. Metro Transit has made si its fleet and is currently developing a zero emission bus transition plan. We are i technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this an
48.0 Federico Rossi		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transpor a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossi projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trai The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

15, 2022. During this effort, Metro Transit ablish goals and milestones, and assess ning, fleet procurements and facility nd its METRO network of transitways over nt all day transit services that will provide cles. When fully complete, a majority of

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
48.1 Federico Rossi		Highways, greenhouse gas emissions and racial and	e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, bridge infrastructure. The Councils is currently working on several studies related to emissions reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and he growing population and economy. Local cities, counties, region, MnDOT, the Minnesota States Department of Transportation all play a part in funding these projects and do so h number of benefits beyond congestion relief, including improving safety, freight movem and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Trans investment principles for highway mobility projects so that they are multimodal, use exi coordinated with other planned projects, utilize a lower-cost/high return-on-investment environmental impacts. This approach results in projects like price managed lanes when transit can use the lane free of charge instead of new general-purpose freeway lanes. Of this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, crossings that are built as part of expansion projects. The TPP lays out that project spon approach that considers investments in the following order when a mobility issue is ider management; traffic management technologies; lower cost-high benefit spot mobility p then finally strategic capacity enhancements.
48.2 Federico Rossi		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet pr improvements in the coming years. Metro Transit is also continuing to expand its METRO the next 10 years, creating a regional integrated network of reliable, frequent all day trahigh quality options for travel on transit rather than in single occupant vehicles. When further trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and s transit, travel demand management, biking, and walking projects. The Transportation In a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regio funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally funde work or is doing work to encourage local governments to do more proactive transit, bicy. The Council also studied bicycle system barriers and prioritized locations th Council is currently leading a pedestrian safety action plan to identify strategies for elimi and serious injuries in the region. And the Council is just beginning a travel demand man include the regional Bicycle Transportation plan to identify strategies for elimi and serio
48.3 Federico Rossi		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can help us mitigating climate change and improve public health. Metro Transit has made significan its fleet and is currently developing a zero emission bus transition plan. We are in the m technical background and strategies that we, with our partners, can undertake to accele vehicles. We look forward to the results of this project and future work in this area.

nding and help address the needs of a e Minnesota Legislature, and the United s and do so because these projects have a eight movements, economic development, e 2040 Transportation Policy Plan lays out odal, use existing right-of-way, are n-investment approach, and reduce d lanes where carpoolers and public way lanes. On arterial roadway projects, advantages, and safer multimodal project sponsors consider a tiered rissue is identified: travel demand of mobility projects; priced managed lane;

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Commenter Commenter Name	Organization	Comment Topic	Comment Summary	Full Comment S	Source	Response
Vumber 49.0 Robert Seidel		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian faulities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit prov
49.1 Robert Seidel		Highways, greenhouse gas emissions and racial ar	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	We have built an automobile-centered society that dooms our environment. Only the Merchants of Doubt S [https://www.merchantsofdoubt.org] deny this. Climate deniers have no right to a role deciding public policy, either here or in the rest of the world. I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, bridges, and other highway infrastructure. The Councils is currently working on several studies related to emissions and will develop strategies to reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and help address the needs of a growing population and economy. Local cities, counties, region, MnDOT, the Minnesota Legislature, and the United States Department of Transportation all play a part in funding these projects and do so because these projects have a number of benefits beyond congestion relief, including improving safety, freight movements, economic development, and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Transportation Policy Plan lays out investment principles for highway mobility projects so that they are multimodal, use existing right-of-way, are coordinated with other planned projects, utilize a lower-cost/high return-on-investment approach, and reduce environmental impacts. This approach results in projects like price managed lanes where carpoolers and public transit can use the lane free of charge instead of new general-purpose freeway lanes. On arterial roadway projects, this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, and safer multimodal crossings that are built as part of expansion projects. The TPP lays out that project sponsors consider a tiered approach that considers investments in the following order when a mobility issue is identified: travel demand management; traffic management technologies; lower cost-high benefit spot mobility projects; priced managed lane; then finally strategic capacity enhancements.
49.2 Robert Seidel		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Redu Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full uce battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with the FY22 State Transportation Bill and submitting to the Legislature no later than February 15, 2022. During this effort, Metro Transit will identify guiding principles and policies to frame the transition effort, establish goals and milestones, and assess our service, fleet and facilities to inform capital and operations budget planning, fleet procurements and facility improvements in the coming years. Metro Transit is also continuing to expand its METRO network of transitways over the next 10 years, creating a regional integrated network of reliable, frequent all day transit services that will provide high quality options for travel on transit rather than in single occupant vehicles. When fully complete, a majority of the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian applications and 11 multi-use trail and bicycle projects. In addition, nadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planing. The Council created a

Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment Source	Response
49.3 Robert Seidel		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely Sierra coordinate with city, county, and MnDOT to support quicker adoption of EVs.	lub The electrification of the transportation system is an important strategy that can h mitigating climate change and improve public health. Metro Transit has made sign its fleet and is currently developing a zero emission bus transition plan. We are in t
			The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this area	
50.0 Kristine Runyon		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Iub The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transportat a robust investment in transit that will support the building of the Green Line Externa robust investment in transit that will support the building of the Green Line Externa robust investment in transit that will support the building of the Green Line Externa robust investment in transit that will support the building of the Green Line Externa robust investment in transit modernization, and service expansion projects. While the TIP generally does not in pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In ad include multimodal improvements like new sidewalks, trails, or enhanced crossing projects outweighs the funding; however, especially given the increases in the nur recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council also studied bicycle system barriers and prioritized locat Council is currently leading a pedestrian safety action plan to identify strategies fo and serious injuries in the region. And the Council is just beginning a travel deman identify ways to encourage travel that is not single-occupant vehicles during the projects in their investments, since they are the primary implementers of these ty investment needs analyses will feed into the 2050 metropolitan development guid Transportation Policy Plan. Funding structures are likely to be revisited in more de process. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
50.1 Kristine Runyon		Highways, greenhouse gas emissions and racial ar	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse	infrastructure. The Councils is currently working on several studies related to emis reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding a growing population and economy. Local cities, counties, region, MnDOT, the Mini States Department of Transportation all play a part in funding these projects and o number of benefits beyond congestion relief, including improving safety, freight m and job accessibility. Instead of prohibiting highway expansion projects, the 2040
				emissions, and to prioritize projects that promote equity and reduce emissions.	investment principles for highway mobility projects so that they are multimodal, u coordinated with other planned projects, utilize a lower-cost/high return-on-inves environmental impacts. This approach results in projects like price managed lanes transit can use the lane free of charge instead of new general-purpose freeway land this multimodal emphasis equates to new trails, pedestrian bridges, transit advant crossings that are built as part of expansion projects. The TPP lays out that project approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mobility then finally strategic capacity enhancements.

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50.2 Kristine Runyon		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit's effort to transition its dirty diesel bus fleet to clean, full battery Sierra Club ce electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordar Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand it: the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. It the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the m recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies i and serious injuries in the region. And the Council is just beginning a travel dema- identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these region
50.3 Kristine Runyon		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.		The electrification of the transportation system is an important strategy that car mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this ar
50.4 Kristine Runyon		Highways and Equity	The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotan Assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	emissions, and to prioritize projects that promote equity and reduce emissions.	Equity impacts, both future and past, are important considerations when selectin Some project selection processes have been adjusted to include equity measure when selecting projects. The Regional Solicitation process includes equity impact measure across all project application categories. The region must continue to ic measures that must be considered when funding transportation projects in all m Equity Evaluation of Regional Transportation Investments to identify and adopt r equitable regional transportation investments and selection processes. The Metropolitan Council and the Transportation Advisory Board also acknowled mitigating climate change for the benefit of all residents of our region and our pl traditionally underrepresented with the least ability to adapt to a changing climat transportation sector is a leading contributor to climate change in Minnesota an undertaking several efforts to advance climate mitigation including: an internall now underway; a study that will provide technical background and evaluate pote adoption of electric vehicles; investments in transit electrification and the develoc transition plan; a regional travel demand management study that will review bes and hold on to as many telecommuting gains made during COVID-19 as possible; climate change measures study that will prepare us to more directly consider cli infrastructure investments and policy direction. We are also working toward a n guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. Th documents will provide opportunities for additional public input and technical ar policy and investments to support climate mitigation.

15, 2022. During this effort, Metro Transit cablish goals and milestones, and assess ning, fleet procurements and facility nd its METRO network of transitways over nt all day transit services that will provide cles. When fully complete, a majority of

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lecting projects to be included in the TIP. Issures and outcomes that are considered inpacts and benefits as an evaluation to identify strategies, actions and all modes. The Council will be starting an opt new strategies to help with more

wledge the urgency and importance of our planet, but especially those climate. We acknowledge the ta and in the United States. We are rnally focused climate action plan that is potential strategies to accelerate the evelopment of a zero emission bus w best practices to update our strategies sible; and a regional transportation and er climate change as we evaluate d a new 2050 metropolitan development 24. The development of these guiding cal analysis that can lead to additional

ommenter Commenter Name umber	Organization	Comment Topic	Comment Summary	Full Comment Source	Response
51.0 Molly Peterson		Public transportation options	The Twin Cities would be a more inclusive and engaged community if we had better public transportation options, emphasizing the cross-pollination effects of increasing accessible (eco-friendly) options such as electric vehicles and bike/walking pathways. Prioritize the values and living standards of future generations in order to ensure the Twin Cities' growth, liveliness, and longevity.	I feel strongly that the Twin Cities would be a more inclusive and engaged community if we had better public Email transportation options. I have lived for the past four years in Boston, where the subway system and ample bus routes play a key role in making the city feel accessible, as well as the surrounding suburbs. Obviously, I am not advocating to implement a TC subway system; I merely want to emphasize the cross-pollination effects of increasing accessible (eco-friendly) options. Young people who can?t afford cars will be more engaged with their city and state culture if they can actually get to exciting places and events easily. Additionally, taking big steps to implement more eco-friendly transportation, such as electric vehicles and bike/walking pathways, will make the TC a more desirable metro for tourism and even migration for young people and families looking to plant roots, given that environmental issues are increasingly important to the young generation. Many people my age are considering whether or not it would be ethical for them to start a family, given that their kids and grandkids will be left in stewardship of a world in much worse shape than we will ever see. Please prioritize the values and living standards of future generations in order to ensure the Twin Cities? growth, liveliness, and longevity. I believe MSP can become a beacon of the future in the Midwest.	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu- recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
52.0 Joshua Houdek		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	The Metropolitan Council and the Transportation Advisory Board (TAB) agree will transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more or process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
52.1 Joshua Houdek		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but Sierra Clu expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	 The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to emreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and iob accessibility. Instead of prohibiting highway expansion projects, the 204

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
52.2 Joshua Houdek		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordar Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. I the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the m recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies t and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional
52.3 Joshua Houdek		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that car mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this ar
53.0 Richard Ottman		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I am a retired Metropolitan Council employee. I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the ne recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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53.2 Richard Ottman		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet pri improvements in the coming years. Metro Transit is also continuing to expand its METR the next 10 years, creating a regional integrated network of reliable, frequent all day trahigh quality options for travel on transit rather than in single occupant vehicles. When fit the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and stransit, travel demand management, biking, and walking projects. The Transportation Ir a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regi funded all pedestrian applications and 11 multi-use trail and bicycle projects. In additior include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally funde work or is doing work to encourage local governments to do more proactive transit, bic The Council also studied bicycle system barriers and prioritized locations th Council is currently leading a pedestrian safety action plan to identify strategies for elim and serious injuries in the region. And the Council is just beginning a travel demand mar identify ways to encourage travel that is not single-occupant vehicles during the peak prother m
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54.0 Michael Bahr		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossir projects outweighs the funding; however, especially given the increases in the net recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
54.1 Michael Bahr		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	1-	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lan transit can use the lane free of charge instead of new general-purpose freeway I this multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mot then finally strategic capacity enhancements.
54.2 Michael Bahr		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality, reduce Vehicle Miles Traveled by investing more in transit.	Climate change is happening at an alarming rate. Far faster than any of thought possible. Please be forward thinking and let?s increase the number of EV charging stations, more and quicker mass transit and replace the diesel and gas metro busses with electric motors. We must act now if we want to know earth is it is. I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. It the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree will transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossir projects outweighs the funding; however, especially given the increases in the ne recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these reg

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54.3 Michael Bahr		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this ar
55.0 Kathy Steinhauer		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.
55.1 Kathy Steinhauer		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mi States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lan transit can use the lane free of charge instead of new general-purpose freeway I this multimodal emphasis equates to new trails, pedestrian bridges, transit adva crossings that are built as part of expansion projects. The TPP lays out that proj approach that considers investments in the following order when a mobility issu management; traffic management technologies; lower cost-high benefit spot mo then finally strategic capacity enhancements.

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55.2 Kathy Steinhauer		Transit electrification and VMT reduction	All light rail in Minneapolis and St Paul could be solar powered. As anyone explored the option of solar panels on roofs of wait stations? I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	All light rail in Minneapolis and St Paul could be solar powered. As anyone explored the option of solar panels on roofs of wait stations? I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordat Transportation Bill and submitting to the Legislature no later than February 15, will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent at high quality options for travel on transit rather than in single occupant vehicles. the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree w transit, travel demand management, biking, and walking projects. The Transpor a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through 1 funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the m recent decades. Most bike and pedestrian projects are locally initiated and loca work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dem identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional effort: Regional S
55.3 Kathy Steinhauer		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that ca mitigating climate change and improve public health. Metro Transit has made s its fleet and is currently developing a zero emission bus transition plan. We are technical background and strategies that we, with our partners, can undertake vehicles. We look forward to the results of this project and future work in this a
56.0 Lawrence Bogolub		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree w transit, travel demand management, biking, and walking projects. The Transpor a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through to funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the m recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dem identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional effort: Regional Solicitation and to encourage local governments and transit providers i projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gr Transportation Policy Plan. Funding structures are likely to be revisited in more process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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56.1 Lawrence Bogolub		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.		The largest outlay of highway funding in the draft TIP is for preservation of roads, bridge infrastructure. The Councils is currently working on several studies related to emissions reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and he growing population and economy. Local cities, counties, region, MnDOT, the Minnesota States Department of Transportation all play a part in funding these projects and do so for number of benefits beyond congestion relief, including improving safety, freight movem and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Trans investment principles for highway mobility projects so that they are multimodal, use exi coordinated with other planned projects, utilize a lower-cost/high return-on-investment environmental impacts. This approach results in projects like price managed lanes when transit can use the lane free of charge instead of new general-purpose freeway lanes. Of this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, crossings that are built as part of expansion projects. The TPP lays out that project spot approach that considers investments in the following order when a mobility issue is ider management; traffic management technologies; lower cost-high benefit spot mobility p then finally strategic capacity enhancements.
56.2 Lawrence Bogolub		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.		Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet pr improvements in the coming years. Metro Transit is also continuing to expand its METRO the next 10 years, creating a regional integrated network of reliable, frequent all day tra- high quality options for travel on transit rather than in single occupant vehicles. When fit the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and s transit, travel demand management, biking, and walking projects. The Transportation In a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regio funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number of recent decades. Most bike and pedestrian projects are locally initiated and locally funde work or is doing work to encourage local governments to do more proactive transit, bic. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequ the network. The Council also studied bicycle system barriers and prioritized locations th Council is currently leading a pedestrian safety action plan to identify strategies for elim and serious injuries in the region. And the Council is just beginning a travel dem
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57.0 Pam Martin		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transmodernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in them recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trars The Council created a Regional Bicycle Transportation Network in 2014 and has set the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies i and serious injuries in the region. And the Council is just beginning a travel demai identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.
57.1 Pam Martin		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	I- 5	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mit States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lan transit can use the lane free of charge instead of new general-purpose freeway I this multimodal emphasis equates to new trails, pedestrian bridges, transit adva crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mo then finally strategic capacity enhancements.
57.2 Pam Martin		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full se battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. It the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossir projects outweighs the funding; however, especially given the increases in the ne recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has se the network. The Council also studied bicycle system barriers and prioritized local council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment S	Source	Response
57.3 Pam Martin		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.		Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this ar
58.0 Jennifer Krinke		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay is region continues to discuss regional transportation investment priorities.
58.1 Jennifer Krinke		Highways, greenhouse gas emissions and racial ar	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lan transit can use the lane free of charge instead of new general-purpose freeway I this multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mot then finally strategic capacity enhancements.

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58.2 Jennifer Krinke		Transit electrification and VMT reduction	Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.		Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. It the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through ti funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the ne recent decades. Most bike and pedestrian projects to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit pro
58.3 Jennifer Krinke		Electric Vehicle Charging Infrastructure		The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this are
59.0 Charles Steffel		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these to investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay is region continues to discuss regional transportation investment priorities.

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59.1 Charles Steffel		Highways, greenhouse gas emissions and racial and	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.		The largest outlay of highway funding in the draft TIP is for preservation of roads, bridges infrastructure. The Councils is currently working on several studies related to emissions as reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and hel growing population and economy. Local cities, counties, region, MnDOT, the Minnesota States Department of Transportation all play a part in funding these projects and do so b number of benefits beyond congestion relief, including improving safety, freight moveme and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Transp investment principles for highway mobility projects so that they are multimodal, use exis coordinated with other planned projects, utilize a lower-cost/high return-on-investment environmental impacts. This approach results in projects like price managed lanes wher transit can use the lane free of charge instead of new general-purpose freeway lanes. O this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, a crossings that are built as part of expansion projects. The TPP lays out that project spon approach that considers investments in the following order when a mobility issue is iden management; traffic management technologies; lower cost-high benefit spot mobility pr then finally strategic capacity enhancements.
59.2 Charles Steffel		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality, reduce Vehicle Miles Traveled by investing more in transit.	EV busses and more LRT are necessary projects for the health of my asthma and smoke damages lungs. I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals a our service, fleet and facilities to inform capital and operations budget planning, fleet primprovements in the coming years. Metro Transit is also continuing to expand its METRO the next 10 years, creating a regional integrated network of reliable, frequent all day training houlity options for travel on transit rather than in single occupant vehicles. When further the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and su transit, travel demand management, biking, and walking projects. The Transportation Im a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Region funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally funder work or is doing work to encourage local governments to do more proactive transit, bicy The Council created a Regional Bicycle Transportation Network in 2014 and has subsequ the network. The Council also studied bicycle system barriers and prioritized locations th Council is currently leading a pedestrian safety action plan to identify strategies for elimi and serious injuries in the region. And the Council is just beginning a t
59.3 Charles Steffel		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can help us mitigating climate change and improve public health. Metro Transit has made significant its fleet and is currently developing a zero emission bus transition plan. We are in the mittechnical background and strategies that we, with our partners, can undertake to accele vehicles. We look forward to the results of this project and future work in this area.

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e with and support expanded funding for portation Improvement Program includes e Extension, Blue Line Extension, Gold n transit bus replacements,

s not include locally funded bicycle and ugh the Regional Solicitation. In 2020, TAB s. In addition, roadway projects often rossings. The needs for these types of he number of people biking and walking in locally funded, but the Council has done e transit, bicycle, and pedestrian planning. has subsequently updated and improved d locations that should be addressed. The gies for eliminating pedestrian fatalities demand management study that will help g the peak period, particularly emphasizing forts is to help identify needs for the lers to plan for and prioritize these nese types of projects. These studies and

Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
60.3 Betsey Porter		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.		Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this ar
61.0 Barnett Press		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossir projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
61.1 Barnett Press		Highways, greenhouse gas emissions and racial ar	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lan transit can use the lane free of charge instead of new general-purpose freeway l this multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mo then finally strategic capacity enhancements.

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oads, bridges, and other highway o emissions and will develop strategies to

nding and help address the needs of a e Minnesota Legislature, and the United s and do so because these projects have a eight movements, economic development, e 2040 Transportation Policy Plan lays out odal, use existing right-of-way, are n-investment approach, and reduce d lanes where carpoolers and public way lanes. On arterial roadway projects, advantages, and safer multimodal project sponsors consider a tiered v issue is identified: travel demand ot mobility projects; priced managed lane;

Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
61.2 Barnett Press		Transit electrification and VMT reduction	Vehicle Miles Traveled by investing more in transit.	Save our planet. I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.		Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossii projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized locc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these
61.3 Barnett Press		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that car mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are i technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this ar
62.0 George Muellner		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trai The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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nmenter Commenter Name nber	Organization	Comment Topic	Comment Summary	Full Comment Sou	ce Response
62.1 George Muellner		Highways, greenhouse gas emissions and racial a	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	 a Club The largest outlay of highway funding in the draft TIP is for preservation of roads, bridge infrastructure. The Councils is currently working on several studies related to emissions reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and he growing population and economy. Local cities, counties, region, MnDOT, the Minnesot States Department of Transportation all play a part in funding these projects and do so number of benefits beyond congestion relief, including improving safety, freight movem and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Transinvestment principles for highway mobility projects so that they are multimodal, use ex coordinated with other planned projects, utilize a lower-cost/high return-on-investmer environmental impacts. This approach results in projects like price managed lanes whe transit can use the lane free of charge instead of new general-purpose freeway lanes. On this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, crossings that are built as part of expansion projects. The TPP lays out that project spo approach that considers investments in the following order when a mobility issue is ide management; traffic management technologies; lower cost-high benefit spot mobility protects in finally strategic capacity enhancements.
62.2 George Muellner		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full Sieri e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	A Club Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet pr improvements in the coming years. Metro Transit is also continuing to expand its METR the next 10 years, creating a regional integrated network of reliable, frequent all day trahigh quality options for travel on transit rather than in single occupant vehicles. When fit the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and s transit, travel demand management, biking, and walking projects. The Transportation Ir a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally funde work or is doing work to encourage local governments to do more proactive transit, bic The Council also studied bicycle system barriers and prioritized locations tt Council is currently leading a pedestrian safety action plan to identify strategies for elim and serious injuries in the region. And the Council is just beginning a travel demand mar identify ways to encourage travel that is not single-occupant vehicles during the peak pother modes like transit, biking, and walking. The intent of these regional efforts is to he Regi
62.3 George Muellner		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely Siere coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	a Club The electrification of the transportation system is an important strategy that can help us mitigating climate change and improve public health. Metro Transit has made significan its fleet and is currently developing a zero emission bus transition plan. We are in the m technical background and strategies that we, with our partners, can undertake to accele vehicles. We look forward to the results of this project and future work in this area.

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
63.0 Barb Thoman		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Extern Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not in pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu- recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel deman- identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t- investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more do process. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
63.1 Barb Thoman		Highways, greenhouse gas emissions and racial and	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	Turning arterial roads into higher-speed limited-access highways is the wrong direction. This region has enough highways. I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	1 -	The Metropolitan Council and the Transportation Advisory Board acknowledge the mitigating climate change for the benefit of all residents of our region and our plat traditionally underrepresented with the least ability to adapt to a changing climate transportation sector is a leading contributor to climate change in Minnesota and undertaking several efforts to advance climate mitigation including: an internally now underway; a study that will provide technical background and evaluate pote adoption of electric vehicles; investments in transit electrification and the develot transition plan; a regional travel demand management study that will review best and hold on to as many telecommuting gains made during COVID-19 as possible; climate change measures study that will prepare us to more directly consider clim infrastructure investments and policy direction. We are also working toward a neguide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The documents will provide opportunities for additional public input and technical and policy and investments to support climate mitigation.
63.2 Barb Thoman		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality, reduce Vehicle Miles Traveled by investing more in transit.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit especially arterial and highway Bus Rapid Transit, plus invest in more complete street retrofits, trails, and sidewalks.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance Transportation Bill and submitting to the Legislature no later than February 15, 20 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, to improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. We the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Exter Line, Rush Line, and B, E, and F lines. There is also a substantial investment in trar modernization, and service expansion projects. While the TIP generally does not if pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel deman identify ways to encourage travel that is not single-occupant vehicles during the projects in their investments, since they are the p
63.3 Barb Thoman		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this are

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dge the urgency and importance of our planet, but especially those climate. We acknowledge the ca and in the United States. We are rnally focused climate action plan that is e potential strategies to accelerate the evelopment of a zero emission bus w best practices to update our strategies sible; and a regional transportation and er climate change as we evaluate d a new 2050 metropolitan development et a nalysis that can lead to additional

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64.0 Nora Plesofsky		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in trans modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the net recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has set the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these tinvestment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more or process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.
64.1 Nora Plesofsky		Highways, greenhouse gas emissions and racial and	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mi States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inv- environmental impacts. This approach results in projects like price managed lan transit can use the lane free of charge instead of new general-purpose freeway l this multimodal emphasis equates to new trails, pedestrian bridges, transit adva crossings that are built as part of expansion projects. The TPP lays out that proj approach that considers investments in the following order when a mobility issu management; traffic management technologies; lower cost-high benefit spot mo then finally strategic capacity enhancements.
64.2 Nora Plesofsky		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality, reduc Vehicle Miles Traveled by investing more in transit.	Electric busses should be a priority to lessen fossil fuel use and emissions. Electric charging stations for autos are ce necessary to encourage this less polluting way of driving, which would slow down our climate change. I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establisi our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. It the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree will transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossir projects outweighs the funding; however, especially given the increases in the ne recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive tra- The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized locs Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these re

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64.3 Nora Plesofsky		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that car mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this ar
65.0 Jennifer Cantine		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.
65.1 Jennifer Cantine		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mi States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inv environmental impacts. This approach results in projects like price managed lan transit can use the lane free of charge instead of new general-purpose freeway I this multimodal emphasis equates to new trails, pedestrian bridges, transit adva crossings that are built as part of expansion projects. The TPP lays out that proj approach that considers investments in the following order when a mobility issu management; traffic management technologies; lower cost-high benefit spot mo then finally strategic capacity enhancements.

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65.2 Jennifer Cantine		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Redu Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full ce battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordar Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. It the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the m recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regio
65.3 Jennifer Cantine		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this ar
65.4 Jennifer Cantine		Equity and multimodal	create a more just and equitable community. This is not possible	 In the past year - and beyond - we have heard a lot of promises to create a more just and equitable community. This is not possible without the prioritization of walking, biking, and bussing neighbors ? the neighbors who are the rs backbone of our community! Now is the time to make these changes. 	5 Email	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the ne recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies than and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers the projects in their investments, since they are the primary implementers of these the investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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66.1 Rebecca West		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	- 5	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emireduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight n and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, a coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway lathis multimodal emphasis equates to new trails, pedestrian bridges, transit advancerossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mole then finally strategic capacity enhancements.
66.2 Rebecca West		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Red Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full uce battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance Transportation Bill and submitting to the Legislature no later than February 15, 20 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, f improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. W the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Exter Line, Rush Line, and B, E, and F lines. There is also a substantial investment in trar modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking. Th

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67.0 Jean Greenwood		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the ner recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies than and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these to investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.
67.1 Jean Greenwood		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mi States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inv- environmental impacts. This approach results in projects like price managed lan transit can use the lane free of charge instead of new general-purpose freeway I this multimodal emphasis equates to new trails, pedestrian bridges, transit adva crossings that are built as part of expansion projects. The TPP lays out that proj approach that considers investments in the following order when a mobility issu management; traffic management technologies; lower cost-high benefit spot mo then finally strategic capacity enhancements.

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67.2 Jean Greenwood		Transit electrification and VMT reduction	Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. I the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t1 funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the ne recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies I and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regio
67.3 Jean Greenwood		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this ar
68.0 Wade Johnson		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the mir recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these f investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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68.2 Wade Johnson		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full be battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet pr improvements in the coming years. Metro Transit is also continuing to expand its METRO the next 10 years, creating a regional integrated network of reliable, frequent all day trahigh quality options for travel on transit rather than in single occupant vehicles. When fu the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and s transit, travel demand management, biking, and walking projects. The Transportation Im a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally fundee work or is doing work to encourage local governments to do more proactive transit, bicy. The Council also studied bicycle system barriers and prioritized locations the Council is currently leading a pedestrian safety action plan to identify strategies for elimi and serious injuries in the region. And the Council is just beginning a travel demand mana identify ways to encourage travel that is not single-occupant vehicles during the peak pe other modes like transit, biking, and walking. The intent of these regional efforts is to he Reg
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69.1 Lynda Pauling		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	- - 5	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emirreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight mand job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, to coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advant crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot molithen finally strategic capacity enhancements.
69.2 Lynda Pauling		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Redu Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full uce battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance Transportation Bill and submitting to the Legislature no later than February 15, 20 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, f improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. W the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Exter Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossing projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council created a Regional Bicycle Transportation Network in 2014 and has set the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking

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70.0 Mark Neuman-Scott		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	ierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossic projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.
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71.1 Ian Radtke-Rosen		Highways, greenhouse gas emissions and racial and	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.		The largest outlay of highway funding in the draft TIP is for preservation of roads, bridges infrastructure. The Councils is currently working on several studies related to emissions a reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and hel growing population and economy. Local cities, counties, region, MnDOT, the Minnesota States Department of Transportation all play a part in funding these projects and do so b number of benefits beyond congestion relief, including improving safety, freight moveme and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Transp investment principles for highway mobility projects so that they are multimodal, use exis coordinated with other planned projects, utilize a lower-cost/high return-on-investment environmental impacts. This approach results in projects like price managed lanes when transit can use the lane free of charge instead of new general-purpose freeway lanes. O this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, a crossings that are built as part of expansion projects. The TPP lays out that project spon approach that considers investments in the following order when a mobility issue is iden management; traffic management technologies; lower cost-high benefit spot mobility pr then finally strategic capacity enhancements.
71.2 Ian Radtke-Rosen		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals a our service, fleet and facilities to inform capital and operations budget planning, fleet primprovements in the coming years. Metro Transit is also continuing to expand its METRO the next 10 years, creating a regional integrated network of reliable, frequent all day transit quality options for travel on transit rather than in single occupant vehicles. When furthe trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and so transit, travel demand management, biking, and walking projects. The Transportation Im a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally fundework or is doing work to encourage local governments to do more proactive transit, bicy The Council also studied bicycle system barriers and prioritized locations th Council is currently leading a pedestrian safety action plan to identify strategies for elimi and serious injuries in the region. And the Council is just beginning a travel demand mana identify ways to encourage travel that is not single-occupant vehicles during the peak pe other modes like transit, biking, and walking. The intent of these regional efforts is to he Regio
71.3 Ian Radtke-Rosen		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can help us mitigating climate change and improve public health. Metro Transit has made significant its fleet and is currently developing a zero emission bus transition plan. We are in the mit technical background and strategies that we, with our partners, can undertake to accele vehicles. We look forward to the results of this project and future work in this area.

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
72.0 Ann Koller		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Externa time, Rush Line, and B, E, and F lines. There is also a substantial investment in trans modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council created a Regional Bicycle Transportation Network in 2014 and has set the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the projects in their investments, since they are the primary implementers of these the projects in their investments, since they are the primary implementers of these the projects. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
72.1 Ann Koller		Highways, greenhouse gas emissions and racial ar	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should asses how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	9 I- 55	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emireduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight n and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, to coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway lat this multimodal emphasis equates to new trails, pedestrian bridges, transit advant crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mole then finally strategic capacity enhancements.
72.2 Ann Koller		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Redu Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full uce battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance Transportation Bill and submitting to the Legislature no later than February 15, 20 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, f improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. W the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Exter Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized loca? Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking. Th

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72.3 Ann Koller		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that car mitigating climate change and improve public health. Metro Transit has made si its fleet and is currently developing a zero emission bus transition plan. We are i technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this ar
73.0 Jean Buckley		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I heard you are looking at investing in transportation. As a electric bike commuter I would strongly support more bike safe lanes. The bike paths I use in The cities are in terrible shape with bumps that send me flying. I would like to be on the street in safe lanes. I also support more electric buses as sitting behind gas buses on a bike is awful. Electric would be healthier for all. Public Health should be a priority not more roads and highways for cars.	Email	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordar Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establiss our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trai The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Re
74.0 Cora Preston		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossi projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trai The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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74.1 Cora Preston		Highways, greenhouse gas emissions and racial a	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	 a Club The largest outlay of highway funding in the draft TIP is for preservation of roads, bridge infrastructure. The Councils is currently working on several studies related to emissions reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and he growing population and economy. Local cities, counties, region, MnDOT, the Minnesota States Department of Transportation all play a part in funding these projects and do so number of benefits beyond congestion relief, including improving safety, freight movem and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Trans investment principles for highway mobility projects so that they are multimodal, use exic coordinated with other planned projects, utilize a lower-cost/high return-on-investmen environmental impacts. This approach results in projects like price managed lanes whe transit can use the lane free of charge instead of new general-purpose freeway lanes. C this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, crossings that are built as part of expansion projects. The TPP lays out that project spo approach that considers investments in the following order when a mobility issue is idea management; traffic management technologies; lower cost-high benefit spot mobility p then finally strategic capacity enhancements.
74.2 Cora Preston		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	A Club Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet pr improvements in the coming years. Metro Transit is also continuing to expand its METR the next 10 years, creating a regional integrated network of reliable, frequent all day trahigh quality options for travel on transit rather than in single occupant vehicles. When fit the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and stransit, travel demand management, biking, and walking projects. The Transportation in ransit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally funde work or is doing work to encourage local governments to do more proactive transit, bic The Council also studied bicycle system barriers and prioritized locations the council is currently leading a pedestrian safety action plan to identify strategies for elim and serious injuries in the region. And the Council is just beginning a travel demand mara identify ways to encourage travel that is not single-occupant vehicles during the peak pother modes like transit, biking, and walking. The intent of these regional efforts is to he Regional Solicitation an
74.3 Cora Preston		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	a Club The electrification of the transportation system is an important strategy that can help us mitigating climate change and improve public health. Metro Transit has made significan its fleet and is currently developing a zero emission bus transition plan. We are in the m technical background and strategies that we, with our partners, can undertake to accele vehicles. We look forward to the results of this project and future work in this area.

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75.1 Jessica Barber-Bauman		Highways, greenhouse gas emissions and racial and	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should asses how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	e - S	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight i and job accessibility. Instead of prohibiting highway expansion projects, the 2044 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed land transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mo- then finally strategic capacity enhancements.
75.2 Jessica Barber-Bauman		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full se battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. It the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these re

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mmenter Commenter Name Imber	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
75.3 Jessica Barber-Bauman		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that car mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this ar
76.0 Rosemary Harris		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the m recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies i and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more op process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.
76.1 Rosemary Harris		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to en- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mi States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inv- environmental impacts. This approach results in projects like price managed lan transit can use the lane free of charge instead of new general-purpose freeway I this multimodal emphasis equates to new trails, pedestrian bridges, transit adva crossings that are built as part of expansion projects. The TPP lays out that proj approach that considers investments in the following order when a mobility issu management; traffic management technologies; lower cost-high benefit spot mo then finally strategic capacity enhancements.

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
76.2 Rosemary Harris		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordar Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand it: the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. The trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the m recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies i and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional e
76.3 Rosemary Harris		Electric Vehicle Charging Infrastructure		The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this ar
77.0 Irene Bussjaeger		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the ne recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these to investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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77.1 Irene Bussjaeger		Highways, greenhouse gas emissions and racial a	and e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	 a Club The largest outlay of highway funding in the draft TIP is for preservation of roads, bridge infrastructure. The Councils is currently working on several studies related to emissions a reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and he growing population and economy. Local cities, counties, region, MnDOT, the Minnesota States Department of Transportation all play a part in funding these projects and do so b number of benefits beyond congestion relief, including improving safety, freight moveme and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Transpinvestment principles for highway mobility projects so that they are multimodal, use exist coordinated with other planned projects, utilize a lower-cost/high return-on-investment environmental impacts. This approach results in projects like price managed lanes where transit can use the lane free of charge instead of new general-purpose freeway lanes. Othis multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, crossings that are built as part of expansion projects. The TPP lays out that project sport approach that considers investments in the following order when a mobility issue is iden management; traffic management technologies; lower cost-high benefit spot mobility prothen finally strategic capacity enhancements.
77.2 Irene Bussjaeger		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	a Club Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals a our service, fleet and facilities to inform capital and operations budget planning, fleet primprovements in the coming years. Metro Transit is also continuing to expand its METRO the next 10 years, creating a regional integrated network of reliable, frequent all day trahigh quality options for travel on transit rather than in single occupant vehicles. When further trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and s transit, travel demand management, biking, and walking projects. The Transportation in a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally funde work or is doing work to encourage local governments to do more proactive transit, bicy The Council reated a Regional Bicycle Transportation plan to identify strategies for elimit and serious injuries in the region. And the Council is just beginning a travel demand mana identify ways to encourage travel that is not single-occupant vehicles during the peak pe other modes like transit, biking, and walking. The intent of these regional efforts is to he Regional Solicitation and to encourage local governments and transit evel
77.3 Irene Bussjaeger		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely Sierra coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	a Club The electrification of the transportation system is an important strategy that can help us mitigating climate change and improve public health. Metro Transit has made significant its fleet and is currently developing a zero emission bus transition plan. We are in the mi technical background and strategies that we, with our partners, can undertake to accele vehicles. We look forward to the results of this project and future work in this area.

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
78.0 Laurie Skelly		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport: a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
78.1 Laurie Skelly		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region's bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	I-	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mir States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight a and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-invertions the lane free of charge instead of new general-purpose freeway lathis multimodal emphasis equates to new trails, pedestrian bridges, transit advart crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mothen finally strategic capacity enhancements.
78.2 Laurie Skelly		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establist our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. It the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu- recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of the

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78.3 Laurie Skelly		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this are
78.4 Laurie Skelly		Equity	run in neighborhoods with the poorest air quality. Add electric car	Please convert buses to electric as soon as possible. These should run in neighborhoods with the poorest air quality. I Also, I want my tax dollars to to go towards improving roads, bridges and other infrastructure (like good bus shelters) for my fellow Minnesotans who live in the poorest neighborhoods. And how about some ?hour car? stations in their neighborhoods as well ? electric as well.	Email	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit will be comp Plan in accordance with the FY22 State Transportation Bill and submitting to the 15, 2022. During this effort, Metro Transit will identify guiding principles and poli establish goals and milestones, and assess its service, fleet and facilities to inform planning, fleet procurements and facility improvements in the coming years. Met expand its METRO network of transitways over the next 10 years, creating a regin frequent all day transit services that will provide high quality options for travel or occupant vehicles. When fully complete, a majority of the trips made on the MET transit fleet. The Transportation Improvement Program includes a robust investment in transi Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lin investment in transit bus replacements, modernization, and service expansion principles equity in its project selection criteria to encourage local governments ar prioritize these considerations in their investments, since they are the primary im projects. We are in the midst of a study to provide technical background and strat can undertake to accelerate the adoption of electric vehicles. The Council and Transit priorities.
79.0 John Kniprath		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport: a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
79.1 John Kniprath		Highways, greenhouse gas emissions and racial ar	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mir States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight of and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve- environmental impacts. This approach results in projects like price managed land transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advar crossings that are built as part of expansion projects. The TPP lays out that project approach that considers investments in the following order when a mobility issue

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t can help us make large progress in completing a Zero Emission Bus Transition the Legislature no later than February d policies to frame the transition effort, nform capital and operations budget . Metro Transit is also continuing to regional integrated network of reliable, vel on transit rather than in single METRO network will be on an electric

transit that will support the building of the d F lines. There is also a substantial on projects. The Regional Solicitation nts and transit providers to plan for and ary implementers of these types of d strategies that we, with our partners, nd Transportation Advisory Board discuss regional transportation

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
79.2 John Kniprath		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. I the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t1 funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the m recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies t and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regio
79.3 John Kniprath		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this ar
80.0 Michael Chutich		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the ner recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has se the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies i and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these f investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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80.1 Michael Chutich		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	-	The largest outlay of highway funding in the draft TIP is for preservation of roads, bridge infrastructure. The Councils is currently working on several studies related to emissions reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and he growing population and economy. Local cities, counties, region, MnDOT, the Minnesota States Department of Transportation all play a part in funding these projects and do so to number of benefits beyond congestion relief, including improving safety, freight movem and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Transp investment principles for highway mobility projects so that they are multimodal, use exis coordinated with other planned projects, utilize a lower-cost/high return-on-investment environmental impacts. This approach results in projects like price managed lanes where transit can use the lane free of charge instead of new general-purpose freeway lanes. Of this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, crossings that are built as part of expansion projects. The TPP lays out that project spor approach that considers investments in the following order when a mobility issue is ider management; traffic management technologies; lower cost-high benefit spot mobility put then finally strategic capacity enhancements.
80.2 Michael Chutich		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet pr improvements in the coming years. Metro Transit is also continuing to expand its METRO the next 10 years, creating a regional integrated network of reliable, frequent all day transit quality options for travel on transit rather than in single occupant vehicles. When further trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and s transit, travel demand management, biking, and walking projects. The Transportation Im a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally fundee work or is doing work to encourage local governments to do more proactive transit, bicy. The Council also studied bicycle system barriers and prioritized locations the Council is currently leading a pedestrian safety action plan to identify strategies for elimin and serious injuries in the region. And the Council is just beginning a travel demand mana identify ways to encourage travel that is not single-occupant vehicles during the peak pe other modes like transit, biking, and walking. The intent of these regional efforts is to he R
80.3 Michael Chutich		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can help us mitigating climate change and improve public health. Metro Transit has made significan its fleet and is currently developing a zero emission bus transition plan. We are in the m technical background and strategies that we, with our partners, can undertake to accele vehicles. We look forward to the results of this project and future work in this area.

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81.0 Melissa Partin		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	What I like about the plan is the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. I believe these projects should be prioritized and expanded, and would like to see more deployment of electric buses and investment in electric vehicle infrastructure.	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossi projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.
81.1 Melissa Partin		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	My concerns with the plan are the \$2 billion for Highways/Roads. Maintaining our region's bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mi States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inv- environmental impacts. This approach results in projects like price managed lan transit can use the lane free of charge instead of new general-purpose freeway I this multimodal emphasis equates to new trails, pedestrian bridges, transit adva crossings that are built as part of expansion projects. The TPP lays out that proj approach that considers investments in the following order when a mobility issu management; traffic management technologies; lower cost-high benefit spot mo then finally strategic capacity enhancements.
82.0 Vicki Smith		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	1 Club The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tramodernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the ni recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies i and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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82.1 Vicki Smith		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	In the last few days, we have seen an awful heat wave affecting the Pacific Northwest, which is usually fairly cool at this time of the year. We have also experienced above-normal heat here in the Twin Cities, although not as bad as Portland and Seattle. These events foreshadow our future, and indeed, the future of the planet. It is absolutely necessary to transition away from fossil fuels in all the ways mentioned in the letter above. We don't have much time left before we start seeing more and more of the painful consequences of global warming. I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	2	#E The largest outlay of highway funding in the draft TIP is for preservation of roads, bridge infrastructure. The Councils is currently working on several studies related to emissions reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and he growing population and economy. Local cities, counties, region, MnDOT, the Minnesota States Department of Transportation all play a part in funding these projects and do so b number of benefits beyond congestion relief, including improving safety, freight movem and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Trans investment principles for highway mobility projects so that they are multimodal, use exi coordinated with other planned projects, utilize a lower-cost/high return-on-investment environmental impacts. This approach results in projects like price managed lanes when transit can use the lane free of charge instead of new general-purpose freeway lanes. C this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, crossings that are built as part of expansion projects. The TPP lays out that project spor approach that considers investments in the following order when a mobility issue is ider management; traffic management technologies; lower cost-high benefit spot mobility p then finally strategic capacity enhancements.
82.2 Vicki Smith		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet pri improvements in the coming years. Metro Transit is also continuing to expand its METRO the next 10 years, creating a regional integrated network of reliable, frequent all day transit quality options for travel on transit rather than in single occupant vehicles. When for the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and s transit, travel demand management, biking, and walking projects. The Transportation In a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Region funded all pedestrian applications and 11 multi-use trail and bicycle projects. In additor include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally funde work or is doing work to encourage local governments to do more proactive transit, bicy. The Council also studied bicycle system barriers and prioritized locations th Council signal Bicycle Transportation network in 2014 and has subsequ the network. The Council also studied bicycle system barriers and prioritized locations th Council signal Bicycle Transportation plan to identify strategies for elim and serious injuries in the region. An
82.3 Vicki Smith		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can help u mitigating climate change and improve public health. Metro Transit has made significan its fleet and is currently developing a zero emission bus transition plan. We are in the m technical background and strategies that we, with our partners, can undertake to accele vehicles. We look forward to the results of this project and future work in this area.

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83.0 Scott Dahlquist		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Externation, and Service expansion projects. While the TIP generally does not in pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nurrecent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demaridentify ways to encourage travel that is not single-occupant vehicles during the projects in their investments, since they are the primary implementers of these to projects in their investments, since they are the primary implementers of these to projects in their investments, since they are the primary implementers of these to projects. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
83.1 Scott Dahlquist		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	I- 5	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emireduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight n and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, a coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway lathis multimodal emphasis equates to new trails, pedestrian bridges, transit advancerossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mole then finally strategic capacity enhancements.
83.2 Scott Dahlquist		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Red Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full luce battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance Transportation Bill and submitting to the Legislature no later than February 15, 20 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, f improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. W the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Exter Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking.

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ding and help address the needs of a e Minnesota Legislature, and the United and do so because these projects have a ght movements, economic development, 2040 Transportation Policy Plan lays out dal, use existing right-of-way, are -investment approach, and reduce I lanes where carpoolers and public vay lanes. On arterial roadway projects, dvantages, and safer multimodal project sponsors consider a tiered issue is identified: travel demand t mobility projects; priced managed lane;

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83.3 Scott Dahlquist		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.		Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this ar
83.4 Scott Dahlquist		Transit	Do not support decriminalization of transit fare evasion, should be consequences for not paying transit fare.	e I DO NOT support the decriminalization for fare evasion, there must be some consequence for scofflaws.	Email	The Metropolitan Council concurs that fare evasion should result in a penalty be component of funding our transit system. However, the Metropolitan Council do address fare evasion is effective. Under Minnesota State law, the penalty for not misdemeanor, and the offense carries an approximately \$180 fine. In practice, we fines paid through the judicial process. In response to this ineffective approach to Metropolitan Council has pursued administrative citation authority for fare evasion The administrative citations alternative would mean that the penalty for fare evasion opposed to going through the judicial system. The fine would be set by the Metropolitan Council to help cover the cost of the administrative of
84.0 Daniel Bembenek		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in trans modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers the projects in their investments, since they are the primary implementers of these tinvestment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more or process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
84.1 Daniel Bembenek		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.		The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lan transit can use the lane free of charge instead of new general-purpose freeway I this multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that project approach that considers investments in the following order when a mobility issue

t can help us make large progress in de significant investments in electrifying are in the midst of a study to provide ake to accelerate the adoption of electric nis area.

because fare revenue is a critical cil does not believe the current system to r not paying a transit fare is a ce, very few of these citations result in ach to penalizing fare evasion, the evasion since the 2019 legislative session. e evasion would be handled "in house" as Metropolitan Council and the fines would tive citations program.

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ommenter Commenter Name umber	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
84.2 Daniel Bembenek		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality, reduce Vehicle Miles Traveled by investing more in transit.	all the social activism will not ever amount to anything unless we begin to a lot- time and diligence to addressing the cities nut and bolt issues, climate-change being one of them. Discouraging car usage is for example a worthy goal however; The need to give options and produce an alternative is just as important. I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordar Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transpor a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema: identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Re
84.3 Daniel Bembenek		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that car mitigating climate change and improve public health. Metro Transit has made si its fleet and is currently developing a zero emission bus transition plan. We are i technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this an
85.0 R A Fuller		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossi projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trait The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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85.1 R A Fuller		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of road infrastructure. The Councils is currently working on several studies related to er reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the M States Department of Transportation all play a part in funding these projects an number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal coordinated with other planned projects, utilize a lower-cost/high return-on-inv environmental impacts. This approach results in projects like price managed lar transit can use the lane free of charge instead of new general-purpose freeway this multimodal emphasis equates to new trails, pedestrian bridges, transit adva crossings that are built as part of expansion projects. The TPP lays out that pro- approach that considers investments in the following order when a mobility issu management; traffic management technologies; lower cost-high benefit spot m then finally strategic capacity enhancements.
85.2 R A Fuller		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full be battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordar Transportation Bill and submitting to the Legislature no later than February 15, 7 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transpor a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossi projects outweighs the funding; however, especially given the increases in the ne recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel deema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regi
85.3 R A Fuller		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.		Sierra Club	
85.4 RA Fuller		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	Please be sure that your plans neither stop or delay progress being made toward climate and environmental justice.	Email	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to en- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mi States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal coordinated with other planned projects, utilize a lower-cost/high return-on-inv environmental impacts. This approach results in projects like price managed lar transit can use the lane free of charge instead of new general-purpose freeway this multimodal emphasis equates to new trails, pedestrian bridges, transit adva crossings that are built as part of expansion projects. The TPP lays out that proj approach that considers investments in the following order when a mobility issu management; traffic management technologies; lower cost-high benefit spot m then finally strategic capacity enhancements.

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86.0 Judy Gregg		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Externa Line, Rush Line, and B, E, and F lines. There is also a substantial investment in trans modernization, and service expansion projects. While the TIP generally does not it pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossing projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council created a Regional Bicycle Transportation Network in 2014 and has set the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the pother modes like transit, biking, and walking. The intent of these regional efforts in Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these the investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more de process. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
86.1 Judy Gregg		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways lik 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should asses how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize project that promote equity and reduce emissions.	e I- S	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emirreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight n and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, to coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot molithen finally strategic capacity enhancements.
86.2 Judy Gregg		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Redu Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full uce battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance Transportation Bill and submitting to the Legislature no later than February 15, 20 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, f improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. W the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Exter Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossing projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council created a Regional Bicycle Transportation Network in 2014 and has se the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking.

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86.3 Judy Gregg		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this ar
87.0 Deborah Steinmetz		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu- recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar. The Council created a Regional Bicycle Transportation Network in 2014 and has se the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay is region continues to discuss regional transportation investment priorities.
87.1 Deborah Steinmetz		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lan transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advance crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot more then finally strategic capacity enhancements.

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90.2 Elizabeth Burr		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. It the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through ti funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the m recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies t and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regi
90.3 Elizabeth Burr		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this ar
91.0 Tommy Markley		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the m recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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91.2 Tommy Markley		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet pr improvements in the coming years. Metro Transit is also continuing to expand its METRG the next 10 years, creating a regional integrated network of reliable, frequent all day trahigh quality options for travel on transit rather than in single occupant vehicles. When fu the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and s transit, travel demand management, biking, and walking projects. The Transportation In a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally funde work or is doing work to encourage local governments to do more proactive transit, bic, The Council also studied bicycle Transportation Network in 2014 and has subsequ the network. The Council also studied bicycle system barriers and prioritized locations th Council is currently leading a pedestrian safety action plan to identify strategies for elima and serious injuries in the region. And the Council is just beginning a travel demand manidentify ways to encourage travel that is not single-occupant vehicles during the peak pe other mo
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93.0 Robert Chase		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these f investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more o process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.
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94.0 Brian Tang		Highways, greenhouse gas emissions and racial and	e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	Averting irreversible, devastating effects of climate change will require rapid reductions in the amount of driving that takes place in our community over the coming decade. The regional travel forecasts currently in use assume that we will fail and that traffic volumes on our region's streets and highways will remain catastrophically high indefinitely into the future. I am taken aback that the Met Council has adopted such a fatalistic outlook. It is irresponsible to act as if irreversible climate breakdown is inevitable and unavoidable. We still have time to act! But that action will mean significant and sustained reductions in traffic volumes.		The Metropolitan Council and the Transportation Advisory Board acknowledge mitigating climate change for the benefit of all residents of our region and our p traditionally underrepresented with the least ability to adapt to a changing clim transportation sector is a leading contributor to climate change in Minnesota ar undertaking several efforts to advance climate mitigation including: an internal now underway; a study that will provide technical background and evaluate pot adoption of electric vehicles; investments in transit electrification and the devel transition plan; a regional travel demand management study that will review be and hold on to as many telecommuting gains made during COVID-19 as possible climate change measures study that will prepare us to more directly consider cl infrastructure investments and policy direction. We are also working toward a r guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. T documents will provide opportunities for additional public input and technical a policy and investments to support climate mitigation.
94.1 Brian Tang		Highways, greenhouse gas emissions and racial and	e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	Spending limited transportation funds to maintain or even expand roadway capacity does not make any sense in the context of an all-out push to reduce traffic volumes and VMT. Adding capacity will induce more driving, making it even harder to meet our most critical policy goals. We as a region need to all move in the same direction: toward less driving. This means allocating funding and designing transportation corridors for a world where traffic volumes decline year-over-year. I know it is hard to imagine, but the alternative, in which we admit defeat and condemn future generations to an inhospitable planet, is morally indefensible and even harder to contemplate. Our region's Transportation Improvement Program can and should reflect a vision for a future that meets our emission reduction goals. It can and should serve to create funding guardrails to ensure our region moves uniformly toward less driving. Planning for a future worth inheriting is our duty and a necessity if we expect to have a chance at achieving it.		The largest outlay of highway funding in the draft TIP is for preservation of road infrastructure. The Councils is currently working on several studies related to er- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the M States Department of Transportation all play a part in funding these projects an number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal coordinated with other planned projects, utilize a lower-cost/high return-on-inv environmental impacts. This approach results in projects like price managed lar transit can use the lane free of charge instead of new general-purpose freeway this multimodal emphasis equates to new trails, pedestrian bridges, transit adva crossings that are built as part of expansion projects. The TPP lays out that pro- approach that considers investments in the following order when a mobility issu- management; traffic management technologies; lower cost-high benefit spot m then finally strategic capacity enhancements.

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nding and help address the needs of a e Minnesota Legislature, and the United s and do so because these projects have a eight movements, economic development, e 2040 Transportation Policy Plan lays out odal, use existing right-of-way, are n-investment approach, and reduce d lanes where carpoolers and public way lanes. On arterial roadway projects, advantages, and safer multimodal project sponsors consider a tiered rissue is identified: travel demand of mobility projects; priced managed lane;

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94.2 Brian Tang		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	A future of declining traffic volumes offers opportunities as well and will help make it easier to meet other goals. Email Funding priority should go to projects that reduce long-term maintenance costs from unnecessary lane mileage, that reduce transit operating costs by providing dedicated bus lanes and signal priority, or that help achieve safety goals by reallocating right-of-way space to walking and bicycling.	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transport: a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin- projects outweighs the funding; however, especially given the increases in the nu- recent decades. Most bike and pedestrian projects are locally initiated and locall- work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
95.0 Barbara Brockway		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
95.1 Barbara Brockway		Highways, greenhouse gas emissions and racial an	nd economic equity	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I- 94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	 The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mir States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inveenvironmental impacts. This approach results in projects like price managed land transit can use the lane free of charge instead of new general-purpose freeway lattins multimodal emphasis equates to new trails, pedestrian bridges, transit advar crossings that are built as part of expansion projects. The TPP lays out that projects approach that considers investments in the following order when a mobility issued.

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s not include locally funded bicycle and ugh the Regional Solicitation. In 2020, TAB s. In addition, roadway projects often rossings. The needs for these types of he number of people biking and walking in locally funded, but the Council has done e transit, bicycle, and pedestrian planning. has subsequently updated and improved d locations that should be addressed. The gies for eliminating pedestrian fatalities demand management study that will help the peak period, particularly emphasizing forts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and nt guide update and the 2050 ore depth as part of the regional visioning stay involved in the discussion as the

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
95.2 Barbara Brockway		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit's effort to transition it?s dirty diesel bus fleet to clean, full be battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordar Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. The the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the m recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies i and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional ef
95.3 Barbara Brockway		Electric Vehicle Charging Infrastructure		The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that car mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this ar
96.0 Naomi Durant		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the ne recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these ti investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

15, 2022. During this effort, Metro Transit tablish goals and milestones, and assess ning, fleet procurements and facility nd its METRO network of transitways over nt all day transit services that will provide cles. When fully complete, a majority of

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t can help us make large progress in de significant investments in electrifying are in the midst of a study to provide ake to accelerate the adoption of electric his area.

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96.1 Naomi Durant Highway	Highways, greenhouse gas emissions and racial and	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, bridge infrastructure. The Councils is currently working on several studies related to emissions reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and he growing population and economy. Local cities, counties, region, MnDOT, the Minnesota States Department of Transportation all play a part in funding these projects and do so number of benefits beyond congestion relief, including improving safety, freight movem and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Trans investment principles for highway mobility projects so that they are multimodal, use exi coordinated with other planned projects, utilize a lower-cost/high return-on-investment environmental impacts. This approach results in projects like price managed lanes whe transit can use the lane free of charge instead of new general-purpose freeway lanes. Of this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages,	
						crossings that are built as part of expansion projects. The TPP lays out that project spor approach that considers investments in the following order when a mobility issue is ider management; traffic management technologies; lower cost-high benefit spot mobility pe then finally strategic capacity enhancements.
96.2 Naomi Durant		Transit electrification and VMT reduction	Vehicle Miles Traveled by investing more in transit.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet pr improvements in the coming years. Metro Transit is also continuing to expand its METRO the next 10 years, creating a regional integrated network of reliable, frequent all day trahigh quality options for travel on transit rather than in single occupant vehicles. When for the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and se transit, travel demand management, biking, and walking projects. The Transportation In a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regior funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally funde work or is doing work to encourage local governments to do more proactive transit, bicy. The Council created a Regional Bicycle Transportation Network in 2014 and has subseque the network. The Council also studied bicycle system barriers and prioritized locations the Council is currently leading a pedestrian safety action plan to identify strategies for elim and serious injuries in the region. And the Council is just beginning a travel
96.3 Naomi Durant		Electric Vehicle Charging Infrastructure		The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs.	Sierra Club	The electrification of the transportation system is an important strategy that can help us mitigating climate change and improve public health. Metro Transit has made significant its fleet and is currently developing a zero emission bus transition plan. We are in the mitechnical background and strategies that we, with our partners, can undertake to accele vehicles. We look forward to the results of this project and future work in this area.

Inding and help address the needs of a he Minnesota Legislature, and the United ts and do so because these projects have a eight movements, economic development, e 2040 Transportation Policy Plan lays out hodal, use existing right-of-way, are on-investment approach, and reduce ed lanes where carpoolers and public eway lanes. On arterial roadway projects, advantages, and safer multimodal t project sponsors consider a tiered y issue is identified: travel demand bot mobility projects; priced managed lane;

ordance with the FY22 State 15, 2022. During this effort, Metro Transit cablish goals and milestones, and assess ning, fleet procurements and facility nd its METRO network of transitways over nt all day transit services that will provide cles. When fully complete, a majority of

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
97.0 Rachel Kerr		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded because we know that transit and active transportation reduce vehicle pollution in communities resulting in cleaner air, provide opportunities for physical activity for residents, and reduce our contribution to climate change (which is having devastating health impacts across the globe). Transit and bike and pedestrian facilities improve the health and well-being of our communities.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu- recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
97.1 Rachel Kerr		Highways, greenhouse gas emissions and racial and	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. While maintaining our region's bridges and roads is important, expanding highways that increase vehicular traffic and emissions degrades the health of our citizens. As the Met Council develops its own Climate Action Plan, it must prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, air pollution, and greenhouse gas emissions. Projects that promote equity and reduce emissions enhance the health and well-being of our residents and therefore must be prioritized.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mir States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight u and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-invee environmental impacts. This approach results in projects like price managed land transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advar crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mot then finally strategic capacity enhancements.
97.2 Rachel Kerr		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality, reduce Vehicle Miles Traveled by investing more in transit.	I strongly support the Met Council and Metro Transit's effort to transition its dirty diesel bus fleet to clean, full battery e electric vehicles. The TIP should prioritize deployment of electric buses in areas with poor air quality to mitigate the disproportionate harm air pollution causes on the health of residents in those areas. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit	^r Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establisl our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. It the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trans the retwork. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the projects is the projects in their investments, since they are the primary implementers of these t projects in their investments, since they are the primary implementers of these t

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment Source	Response
97.3 Rachel Kerr		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MNDOT to support quicker adoption of EVs.Sierra Sierra Coordinate with city, county, and MNDOT to support quicker adoption of EVs.The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.Sierra	Iub The electrification of the transportation system is an important strategy that can h mitigating climate change and improve public health. Metro Transit has made sign its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this area
98.0 Chad Martin		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Ibb The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transportat a robust investment in transit that will support the building of the Green Line Externa a robust investment in transit that will support the building of the Green Line Externation, and service expansion projects. While the TIP generally does not in pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In ad include multimodal improvements like new sidewalks, trails, or enhanced crossing projects outweighs the funding; however, especially given the increases in the num recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council created a Regional Bicycle Transportation Network in 2014 and has su the network. The Council also studied bicycle system barriers and prioritized locat Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel deman identify ways to encourage travel that is not single-occupant vehicles during the projects in their investments, since they are the primary implementers of these ty investment needs analyses will feed into the 2050 metropolitan development guid Transportation Policy Plan. Funding structures are likely to be revisited in more de process. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
98.1 Chad Martin		Highways, greenhouse gas emissions and racial ar	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Iub The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emisreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding a growing population and economy. Local cities, counties, region, MnDOT, the Minr States Department of Transportation all play a part in funding these projects and o number of benefits beyond congestion relief, including improving safety, freight m and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, u coordinated with other planned projects, utilize a lower-cost/high return-on-invest environmental impacts. This approach results in projects like price managed lanest transit can use the lane free of charge instead of new general-purpose freeway lat this multimodal emphasis equates to new trails, pedestrian bridges, transit advant crossings that are built as part of expansion projects. The TPP lays out that project approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mob then finally strategic capacity enhancements.

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bads, bridges, and other highway emissions and will develop strategies to

ding and help address the needs of a Minnesota Legislature, and the United and do so because these projects have a ght movements, economic development, 2040 Transportation Policy Plan lays out dal, use existing right-of-way, are investment approach, and reduce lanes where carpoolers and public ay lanes. On arterial roadway projects, dvantages, and safer multimodal project sponsors consider a tiered ssue is identified: travel demand mobility projects; priced managed lane;

Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
98.2 Chad Martin		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full te battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordar Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand it: the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects. Inrove funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossit projects outweighs the funding; however, especially given the increases in the mi recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies i and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit
98.3 Chad Martin		Electric vehicle charging infrastructure		The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that car mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this ar
99.0 Patricia Whebbe		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the m recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these i investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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ommenter Commenter Name umber	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
99.1 Patricia Whebbe		Highways, greenhouse gas emissions and racial and	e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, bridge infrastructure. The Councils is currently working on several studies related to emissions reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and he growing population and economy. Local cities, counties, region, MnDOT, the Minnesota States Department of Transportation all play a part in funding these projects and do so h number of benefits beyond congestion relief, including improving safety, freight movem and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Trans investment principles for highway mobility projects so that they are multimodal, use exi coordinated with other planned projects, utilize a lower-cost/high return-on-investment environmental impacts. This approach results in projects like price managed lanes when transit can use the lane free of charge instead of new general-purpose freeway lanes. Of this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, crossings that are built as part of expansion projects. The TPP lays out that project spon approach that considers investments in the following order when a mobility issue is ider management; traffic management technologies; lower cost-high benefit spot mobility p then finally strategic capacity enhancements.
99.2 Patricia Whebbe		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet primprovements in the coming years. Metro Transit is also continuing to expand its METRO the next 10 years, creating a regional integrated network of reliable, frequent all day trahigh quality options for travel on transit rather than in single occupant vehicles. When further trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and stransit, travel demand management, biking, and walking projects. The Transportation In a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Region funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally funde work or is doing work to encourage local governments to do more proactive transit, bicy. The Council also studied bicycle system barriers and prioritized locations th Council is currently leading a pedestrian safety action plan to identify strategies for elimit and serious injuries in the region. And the Council is just beginning a travel demand man identify ways to encourage travel that is not single-occupant vehicles during the peak pero
99.3 Patricia Whebbe		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can help us mitigating climate change and improve public health. Metro Transit has made significant its fleet and is currently developing a zero emission bus transition plan. We are in the m technical background and strategies that we, with our partners, can undertake to accele vehicles. We look forward to the results of this project and future work in this area.

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100.0 Robert Hoffman		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext. Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies fr and serious injuries in the region. And the Council is just beginning a travel demai identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
100.1 Robert Hoffman		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emirreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight mand job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, a coordinated with other planned projects, utilize a lower-cost/high return-on-inveenvironmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway lathis multimodal emphasis equates to new trails, pedestrian bridges, transit advances cossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mobility ending strategic capacity enhancements.
100.2 Robert Hoffman		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance Transportation Bill and submitting to the Legislature no later than February 15, 20 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, f improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. V the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Exter Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not in pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council created a Regional Bicycle Transportation Network in 2014 and has si the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar- identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking

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100.3 Robert Hoffman		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this are
101.0 Michelle Krueger		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
101.1 Michelle Krueger		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region's bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mir States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight a and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-invention stransit can use the lane free of charge instead of new general-purpose freeway latthis multimodal emphasis equates to new trails, pedestrian bridges, transit advar crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mothen finally strategic capacity enhancements.
101.2 Michelle Krueger		Transit electrification	Continue to transition diesel buses to electric and invest in EV technology	We also need to increase deployment of electric buses and investment in electric vehicle infrastructure.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. We are in the midst of a stu and strategies that we, with our partners, can undertake to accelerate the adopt Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. We the trips made on the METRO network will be on an electric transit fleet.

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102.0 Lucy Elliott		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Exte Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies fn and serious injuries in the region. And the Council is just beginning a travel demani identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
102.1 Lucy Elliott		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	"I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions."		The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mir States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight r and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inveenvironmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advar crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mo then finally strategic capacity enhancements.
102.2 Lucy Elliott		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Redu Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full ce battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance Transportation Bill and submitting to the Legislature no later than February 15, 22 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. V the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transports a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of th

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
102.3 Lucy Elliott		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.		Sierra Club	The electrification of the transportation system is an important strategy that car mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this ar
103.0 Kelsey Brodt		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	
103.1 Kelsey Brodt		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight i and job accessibility. Instead of prohibiting highway expansion projects, the 2044 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed land transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mo- then finally strategic capacity enhancements.

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103.2 Kelsey Brodt		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full ce battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordar Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Reg
103.3 Kelsey Brodt		Electric vehicle charging infrastructure		The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made si its fleet and is currently developing a zero emission bus transition plan. We are i technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this an
104.0 Kate Blau		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossi projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trai The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers of projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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lumber 104.1 Kate Blau			e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.		The largest outlay of highway funding in the draft TIP is for preservation of roads, bridge infrastructure. The Councils is currently working on several studies related to emissions reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and he growing population and economy. Local cities, counties, region, MnDOT, the Minnesota States Department of Transportation all play a part in funding these projects and do so number of benefits beyond congestion relief, including improving safety, freight movem and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Trans investment principles for highway mobility projects so that they are multimodal, use exi coordinated with other planned projects, utilize a lower-cost/high return-on-investmen environmental impacts. This approach results in projects like price managed lanes whe transit can use the lane free of charge instead of new general-purpose freeway lanes. Of this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, crossings that are built as part of expansion projects. The TPP lays out that project spo approach that considers investments in the following order when a mobility issue is idea management; traffic management technologies; lower cost-high benefit spot mobility pr then finally strategic capacity enhancements.
104.2 Kate Blau		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. Du will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet pr improvements in the coming years. Metro Transit is also continuing to expand its METRO the next 10 years, creating a regional integrated network of reliable, frequent all day trahing quality options for travel on transit rather than in single occupant vehicles. When for the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and s transit, travel demand management, biking, and walking projects. The Transportation Im a robust investment in transit that will support the building of the Green Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number or recent decades. Most bike and pedestrian projects are locally initiated and locally funde work or is doing work to encourage local governments to do more proactive transit, bicy The Council also studied bicycle system barriers and prioritized locations th Council is currently leading a pedestrian safety action plan to identify strategies for elim and serious injuries in the region. And the Council is just beginning a travel demand man projects in their investments, since they are the primary implementers of these types of the modes like transit, biking, and walking. The intent of these regional efforts is to he Regional S
104.2 Kate Blau		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can help us mitigating climate change and improve public health. Metro Transit has made significant its fleet and is currently developing a zero emission bus transition plan. We are in the mittechnical background and strategies that we, with our partners, can undertake to accele vehicles. We look forward to the results of this project and future work in this area.

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105.0 Maddie Henderson		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	As a medical engineer, I strongly believe that Minnesota's transportation system must promote health and mitigate climate change impacts. Please consider the following comments as you develop the Twin Cities Transportation Improvement Plan: I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Extruine, Rush Line, and B, E, and F lines. There is also a substantial investment in trans modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossins projects outweighs the funding; however, especially given the increases in the nurrecent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies fr and serious injuries in the region. And the Council is just beginning a travel demai identify ways to encourage travel that is not single-occupant vehicles during the projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
105.1 Maddie Henderson		Highways, greenhouse gas emissions and racial and	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	As a medical engineer, I strongly believe that Minnesota's transportation system must promote health and mitigate climate change impacts. Please consider the following comments as you develop the Twin Cities Transportation Improvement Plan: I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight n and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed land transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mo- then finally strategic capacity enhancements.
105.2 Maddie Henderson		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality, reduce Vehicle Miles Traveled by investing more in transit.	As a medical engineer, I strongly believe that Minnesota's transportation system must promote health and mitigate climate change impacts. Please consider the following comments as you develop the Twin Cities Transportation Improvement Plan: I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordam. Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. V the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transports a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel demai identify ways to encourage travel that is not single-occupant vehicles during the providers to projects in their investments, since they are the p

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105.3 Maddie Henderson		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	As a medical engineer, I strongly believe that Minnesota's transportation system must promote health and mitigate climate change impacts. Please consider the following comments as you develop the Twin Cities Transportation Improvement Plan: The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this ar
106.0 Leslie Martin		Cleaner transportation policy	Pursue cleaner transportation policy	I urge you to pursue policy that ensures cleaner transportation for Minnesotans, including electric vehicles, and to avoid the previous pattern of decisions that made life worse for people of color and others living in poverty.	Email	The region is currently undertaking a study titled Accelerating Electric Vehicle Ac study will identify strategies/actions that the region's governments, residents an accelerate the adoption and use of electric vehicles by residents and businesses and regional policy to work to reduce the overall contribution of the region to cl
107.0 Paul Densmore		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay is region continues to discuss regional transportation investment priorities.
107.1 Paul Densmore		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204- investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lan transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue

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107.2 Paul Densmore		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full te battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. It the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the m recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regi
107.3 Paul Densmore		Electric vehicle charging infrastructure		The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this ar
108.0 Arthur Rosenberg		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the ne recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies than and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these f investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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108.2 Arthur Rosenberg		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordate Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establise our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. the trips made on the METRO network will be on an electric transit fleet. The Met Transportation Advisory Board (TAB) agree with and support expanded funding management, biking, and walking projects. The Transportation Improvement Pr transit that will support the building of the Green Line Extension, Blue Line Exten and F lines. There is also a substantial investment in transit bus replacements, m projects. While the TIP generally does not include locally funded bicycle and peo- bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB fi 11 multi-use trail and bicycle projects. In addition, roadway projects often include sidewalks, trails, or enhanced crossings. The needs for these types of projects of especially given the increases in the number of people biking and walking in reco- pedestrian projects are locally initiated and locally funded, but the Council has d encourage local governments to do more proactive transit, bicycle, and pedestr Regional Bicycle Transportation Network in 2014 and has subsequently updated Council also studied bicycle system barriers and prioritized locations that should currently leading a pedestrian safety action plan to identify strategies for elimin injuries in the region. And the Council is just beginning a travel demand manage ways to encourage travel that is not single-occupant vehicles during the peak per modes like transit, biking, and walking. The intent of these regional effo
108.3 Arthur Rosenberg		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made si its fleet and is currently developing a zero emission bus transition plan. We are i technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this a

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ordance with the FY22 State 15, 2022. During this effort, Metro Transit ablish goals and milestones, and assess ning, fleet procurements and facility nd its METRO network of transitways over nt all day transit services that will provide cles. When fully complete, a majority of e Metropolitan Council and the ling for transit, travel demand nt Program includes a robust investment in Extension, Gold Line, Rush Line, and B, E, ts, modernization, and service expansion pedestrian projects, the TAB invests in AB funded all pedestrian applications and nclude multimodal improvements like new ts outweighs the funding; however, recent decades. Most bike and has done work or is doing work to estrian planning. The Council created a ated and improved the network. The ould be addressed. The Council is minating pedestrian fatalities and serious nagement study that will help identify ak period, particularly emphasizing other s to help identify needs for the Regional in for and prioritize these projects in their jects. These studies and investment needs t can help us make large progress in de significant investments in electrifying are in the midst of a study to provide ake to accelerate the adoption of electric nis area.

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109.0 John Enblom		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport: a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in trans modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
109.1 John Enblom		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mir States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight r and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-invee environmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advar crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mo then finally strategic capacity enhancements.
109.2 John Enblom		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full te battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance Transportation Bill and submitting to the Legislature no later than February 15, 24 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. W the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive tran The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel demai identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit pr

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			The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this area	
110.0 Gabriela Santiago		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	b The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transportar a robust investment in transit that will support the building of the Green Line Externer, Rush Line, and B, E, and F lines. There is also a substantial investment in transmodernization, and service expansion projects. While the TIP generally does not in pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In actinclude multimodal improvements like new sidewalks, trails, or enhanced crossing projects outweighs the funding; however, especially given the increases in the nur recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council created a Regional Bicycle Transportation Network in 2014 and has su the network. The Council also studied bicycle system barriers and prioritized locat Council is currently leading a pedestrian safety action plan to identify strategies fo and serious injuries in the region. And the Council is just beginning a travel deman identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking. The intent of these regional efforts is Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these ty investment needs analyses will feed into the 2050 metropolitan development guic Transportation Policy Plan. Funding structures are likely to be revisited in more de process. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
110.1 Gabriela Santiago		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	 b The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emist reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding a growing population and economy. Local cities, counties, region, MnDOT, the Mini States Department of Transportation all play a part in funding these projects and a number of benefits beyond congestion relief, including improving safety, freight m and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, u coordinated with other planned projects, utilize a lower-cost/high return-on-invest environmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway lat this multimodal emphasis equates to new trails, pedestrian bridges, transit advant crossings that are built as part of expansion projects. The TPP lays out that project approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mobility enterts.

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110.2 Gabriela Santiago		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full be battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordar Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Reg
110.3 Gabriela Santiago		Electric vehicle charging infrastructure		The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made si its fleet and is currently developing a zero emission bus transition plan. We are i technical background and strategies that we, with our partners, can undertake t vehicles. We look forward to the results of this project and future work in this an
111.0 Lois Larson		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trai The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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111.3 Lois Larson		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that ca mitigating climate change and improve public health. Metro Transit has made si its fleet and is currently developing a zero emission bus transition plan. We are technical background and strategies that we, with our partners, can undertake vehicles. We look forward to the results of this project and future work in this a
111.3 Alison Thorson		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made si its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this a

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112.1 Alison Thorson		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.		The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emir reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight r and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway latthis multimodal emphasis equates to new trails, pedestrian bridges, transit advant crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mot then finally strategic capacity enhancements.
112.2 Alison Thorson		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Redu Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full ce battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance Transportation Bill and submitting to the Legislature no later than February 15, 20 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, f improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. V the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Exter Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans The Council also studied bicycle system barriers and prioritized locar Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar- identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking. The intent of these regional efforts is Regional Solicitation and to encourage local governmen

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113.0 Jeannette George		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossir projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay is region continues to discuss regional transportation investment priorities.
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114.1 Cynthia Mckeen		Highways, greenhouse gas emissions and racial a	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to en- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mi States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inv environmental impacts. This approach results in projects like price managed lan transit can use the lane free of charge instead of new general-purpose freeway I this multimodal emphasis equates to new trails, pedestrian bridges, transit adva crossings that are built as part of expansion projects. The TPP lays out that proj approach that considers investments in the following order when a mobility issu management; traffic management technologies; lower cost-high benefit spot mo then finally strategic capacity enhancements.
114.2 Cynthia Mckeen		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full to battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordar Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. The trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tra- the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit provider
114.3 Cynthia Mckeen		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	
115.0 Jesse Lorenz		Vision Zero	The Met Council should be pursuing Vision Zero targets more aggressively - especially for vulnerable road users. Having a goal of 181 pedestrians and bicyclists being killed or seriously injured is appalling, and should be reduced rapidly, not "incrementally".	The Met Council should be pursuing Vision Zero targets more aggressively - especially for vulnerable road users. If Having a goal of 181 pedestrians and bicyclists being killed or seriously injured is appalling, and should be reduced rapidly, not "incrementally".	Email	Thank you for your comment. The Council agrees that any people dying or being is unacceptable. We will include your comments for consideration in our discuss setting the 2022 annual targets. The Council is currently leading a pedestrian saf to eliminate fatalities and serious injuries for people walking and rolling in the re expanding its safety planning work to help elevate the need to end traffic deaths through working with our partners across the region, including state and local go
115.1 Jesse Lorenz		Transportation emissions reduction	Consequences of CO2 emissions are clear and transportation is an opportunity to more aggressively pursue reductions.	The Met Council should be more aggressively pursuing a reduction in transportation emissions. There are constant reminders in the news of the consequences of our CO2 emissions, and in Minnesota, transportation is the #1 source of emissions, making it a ripe target.		The Metropolitan Council and the Transportation Advisory Board acknowledge to mitigating climate change for the benefit of all residents of our region and our platraditionally underrepresented with the least ability to adapt to a changing climate transportation sector is a leading contributor to climate change in Minnesota and undertaking several efforts to advance climate mitigation including: an internall now underway; a study that will provide technical background and evaluate pote adoption of electric vehicles; investments in transit electrification and the develop transition plan; a regional travel demand management study that will review bes and hold on to as many telecommuting gains made during COVID-19 as possible climate change measures study that will prepare us to more directly consider cli infrastructure investments and policy direction. We are also working toward a n guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The documents will provide opportunities for additional public input and technical are policy and investments to support climate mitigation.

nding and help address the needs of a e Minnesota Legislature, and the United s and do so because these projects have a eight movements, economic development, e 2040 Transportation Policy Plan lays out odal, use existing right-of-way, are n-investment approach, and reduce d lanes where carpoolers and public way lanes. On arterial roadway projects, advantages, and safer multimodal project sponsors consider a tiered r issue is identified: travel demand of mobility projects; priced managed lane;

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being seriously injured from traffic crashes incussion with our local partners when in safety action plan to identify strategies the region. The Council will also be eaths and serious injuries in the region cal governments.

dge the urgency and importance of our planet, but especially those climate. We acknowledge the ca and in the United States. We are rnally focused climate action plan that is potential strategies to accelerate the evelopment of a zero emission bus w best practices to update our strategies sible; and a regional transportation and er climate change as we evaluate d a new 2050 metropolitan development 24. The development of these guiding cal analysis that can lead to additional

Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
116.0 Douglas Mensing		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Exte Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu- recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel demai identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
116.1 Douglas Mensing		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mir States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight i and job accessibility. Instead of prohibiting highway expansion projects, the 2044 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve- environmental impacts. This approach results in projects like price managed land transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mo then finally strategic capacity enhancements.
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117.0 Sheila Dingels		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	
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117.3 Sheila Dingels		Electric vehicle charging infrastructure		The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made si its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this a
118.0 Jordan Leick		Climate, community health and bicycle infrastructu	The the transformation of tran	Out of concern for a climate and community health, I wanted to start using my car less. Even though I live very close to the Robbinsdale transit center, the bus service is often-delayed, and bicycling often is the faster option to many metro destinations! I very much appreciate the new bicycle infrastructure that continues to be added to Minneapolis Still, there are still significant safety/infrastructure barriers to getting more people to use their bikes instead of cars. My friends are concerned for their safety, and I have several friends who have been severely injured by motorists.) Cars are far too dangerous, for everyone (other motorists, cyclists, pedestrians) and we know that transportation is our biggest opportunity to reduce MN?s climate impact. When I biked through North Minneapolis this week on a 95 degree day, it was fully 10 degrees warmer than in the Bryn Mawr neighborhood. The consequences of our past transportation and policy choices are felt for decades. I?m asking you to choose to invest in safety over speed, clean air over status quo. Let?s truly plan for a healthy and equitable future, rather than expanding the practices that contributed to this mess we find ourselves in.		The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc. Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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118.1 Jordan Leick		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Externation, and Service expansion projects. While the TIP generally does not in pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the pother modes like transit, biking, and walking. The intent of these regional efforts in Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these tri investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more de process. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
118.2 Jordan Leick		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emirreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight mand job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, a coordinated with other planned projects, utilize a lower-cost/high return-on-inveenvironmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway lathis multimodal emphasis equates to new trails, pedestrian bridges, transit advances cossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mobility ending strategic capacity enhancements.
118.3 Jordan Leick		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full ce battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance Transportation Bill and submitting to the Legislature no later than February 15, 20 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, f improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. V the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Exter Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not in pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel deman- identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking.

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not include locally funded bicycle and gh the Regional Solicitation. In 2020, TAB . In addition, roadway projects often ossings. The needs for these types of ne number of people biking and walking in ocally funded, but the Council has done transit, bicycle, and pedestrian planning. as subsequently updated and improved locations that should be addressed. The ies for eliminating pedestrian fatalities emand management study that will help the peak period, particularly emphasizing orts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and t guide update and the 2050 re depth as part of the regional visioning tay involved in the discussion as the

bads, bridges, and other highway b emissions and will develop strategies to

ading and help address the needs of a e Minnesota Legislature, and the United s and do so because these projects have a ight movements, economic development, 2040 Transportation Policy Plan lays out odal, use existing right-of-way, are n-investment approach, and reduce d lanes where carpoolers and public way lanes. On arterial roadway projects, advantages, and safer multimodal project sponsors consider a tiered issue is identified: travel demand of mobility projects; priced managed lane;

rdance with the FY22 State L5, 2022. During this effort, Metro Transit ablish goals and milestones, and assess ing, fleet procurements and facility ad its METRO network of transitways over at all day transit services that will provide es. When fully complete, a majority of

e with and support expanded funding for portation Improvement Program includes e Extension, Blue Line Extension, Gold n transit bus replacements,

a not include locally funded bicycle and gh the Regional Solicitation. In 2020, TAB a. In addition, roadway projects often ossings. The needs for these types of he number of people biking and walking in ocally funded, but the Council has done e transit, bicycle, and pedestrian planning. has subsequently updated and improved I locations that should be addressed. The gies for eliminating pedestrian fatalities lemand management study that will help the peak period, particularly emphasizing forts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and

Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Cor
118.4 Jordan Leick		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Me coordin The EV networ
119.0 Mark Snyder		Highway, climate change and VMT reducation	Federal PM regarding SOVs is not aggressive enough.	l was di change to redu patheti
119.1 Mark Snyder		Transit/TDM and Bike/Pedestrian-only projects		With th emissio "interst avoid it
119.3 Mark Snyder		Vision Zero	I was also disappointed to see the stated objective for safety targets. While Vision Zero is an aspirational goal, surely the Council can do better than "incremental progress" towards that goal. Do better.	l was al the Cou traffic fa continu
120.0 Russ Yitri		Personal automobile pollution	We need less polluting and human friendly alternatives to personal automobiles. Start dealing with years of car centric sprawl.	Persona and we costs bu years o

Comment	Source	Response
Aet Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely linate with city, county, and MnDOT to support quicker adoption of EVs. V Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a ork of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that ca mitigating climate change and improve public health. Metro Transit has made s its fleet and is currently developing a zero emission bus transition plan. We are technical background and strategies that we, with our partners, can undertake vehicles. We look forward to the results of this project and future work in this a
disappointed by the draft TIP's focus on highway "improvements" at the expense of other modes. Climate ge is no longer a far-off proposition. It is here and it is happening now. We need to be taking more action NOW duce vehicle miles traveled and single occupant vehicle trips. A goal of 1.1% reduction in SOV trips is laughably etic. Do more. Do better.	Email	As shown on page 24, the draft TIP allocates the majority of its resources to tra The single-occupancy vehicle target is federally mandated. Per federal rules, the visionary. Based on recent trends, the SOV target is aggressive.
the changes we have made in other sectors, transportation is now the leading source of greenhouse gas sions in Minnesota. We NEED to prioritize biking, walking and transit infrastructure and worry less about rstate reliability" - the best thing we can do to make our interstate more reliable is give people more options to it completely.	Email	The Metropolitan Council and the Transportation Advisory Board (TAB) agree w transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Es Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tr modernization, and service expansion projects. While the TIP generally does no pedestrian projects, the TAB invests in bicycle and pedestrian projects through funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced cross projects outweighs the funding; however, especially given the increases in the r recent decades. Most bike and pedestrian projects are locally initiated and loca work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dem identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional effort Regional Solicitation and to encourage local governments and transit providers projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development g Transportation Policy Plan. Funding structures are likely to be revisited in more process. The Council and Transportation Advisory Board acknowledge mitigating climate change for the benefit of all residents of our region and our p traditionally underrepresented with the least ability to adapt to a changing clim transportation sector is a leading contributor to climate change in Minnesota a
also disappointed to see the stated objective for safety targets. While Vision Zero is an aspirational goal, surely ouncil can do better than "incremental progress" towards that goal. Every traffic fatality is preventable. Every c fatality not only cuts that person's life short but destroys the lives of their families and loved ones. We cannot nue to let safety take a back seat to driver convenience. Do more. Do better.	Email	Thank you for your comment. The Council agrees that any people dying or being is unacceptable. We will include your comments for consideration in our discuss setting the 2022 annual targets. The Council is currently leading a pedestrian sa to eliminate fatalities and serious injuries for people walking and rolling in the r expanding its safety planning work to help elevate the need to end traffic death through working with our partners across the region, including state and local g
nal automobiles have outlived their Functionality for getting around big cities. There are just too many of them ve all think we are more important than the next person. Driving is an aggravation and something I avoid at all because of traffic. We need other options that are less polluting and more human friendly! We have a lot of of car centric sprawl that is not gonna go away anytime soon but we need to start dealing with it or else.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree w transit, travel demand management, biking, and walking projects. The Transpor a robust investment in transit that will support the building of the Green Line E: Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tr modernization, and service expansion projects. While the TIP generally does no pedestrian projects, the TAB invests in bicycle and pedestrian projects through funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced cross projects outweighs the funding; however, especially given the increases in the r recent decades. Most bike and pedestrian projects are locally initiated and loca work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dem identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional effort Regional Solicitation and to encourage local governments and transit providers projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development g Transportation Policy Plan. Funding structures are likely to be revisited in more process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

t can help us make large progress in de significant investments in electrifying are in the midst of a study to provide ake to accelerate the adoption of electric nis area.

transit projects, not highway projects.

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s not include locally funded bicycle and ugh the Regional Solicitation. In 2020, TAB s. In addition, roadway projects often rossings. The needs for these types of he number of people biking and walking in locally funded, but the Council has done e transit, bicycle, and pedestrian planning. has subsequently updated and improved d locations that should be addressed. The gies for eliminating pedestrian fatalities lemand management study that will help the peak period, particularly emphasizing forts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and nt guide update and the 2050 ore depth as part of the regional visioning stay involved in the discussion as the

dge the urgency and importance of our planet, but especially those climate. We acknowledge the ca and in the United States. We are being seriously injured from traffic crashes occussion with our local partners when in safety action plan to identify strategies the region. The Council will also be eaths and serious injuries in the region cal governments.

e with and support expanded funding for portation Improvement Program includes e Extension, Blue Line Extension, Gold n transit bus replacements, not include locally funded bicycle and ugh the Regional Solicitation. In 2020, TAB s. In addition, roadway projects often rossings. The needs for these types of he number of people biking and walking in ocally funded, but the Council has done e transit, bicycle, and pedestrian planning. has subsequently updated and improved l locations that should be addressed. The gies for eliminating pedestrian fatalities lemand management study that will help the peak period, particularly emphasizing

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Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
120.1 Russ Yttri		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Externation, and Service expansion projects. While the TIP generally does not in pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nurecent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demani identify ways to encourage travel that is not single-occupant vehicles during the projects in their investments, since they are the primary implementers of these tri investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more de process. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
120.2 Russ Yttri		Highways, greenhouse gas emissions and racial an	hd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emireduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight r and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-invee environmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway lathis multimodal emphasis equates to new trails, pedestrian bridges, transit advar crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mothen finally strategic capacity enhancements.
120.3 Russ Yttri		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full the battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance Transportation Bill and submitting to the Legislature no later than February 15, 20 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, f improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. V the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transports a robust investment in transit that will support the building of the Green Line Exter Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive tran The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel deman- identify ways to encourage travel that is not single-occupant vehicles during the pe- other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments

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rdance with the FY22 State L5, 2022. During this effort, Metro Transit ablish goals and milestones, and assess ing, fleet procurements and facility ad its METRO network of transitways over at all day transit services that will provide es. When fully complete, a majority of

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nmenter Commenter Name nber	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
120.4 Russ Yttri		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can help us make large progress in mitigating climate change and improve public health. Metro Transit has made significant investments in electrifying its fleet and is currently developing a zero emission bus transition plan. We are in the midst of a study to provide technical background and strategies that we, with our partners, can undertake to accelerate the adoption of electric vehicles. We look forward to the results of this project and future work in this area.
121.0 Laura Zilverberg		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I'm writing today in support of the \$2.2 billion being allocated for transit/travel demand management and the additional funds for bike and pedestrian projects. Minnesota's walking and biking community and associated infrastructure are one of our greatest assets and they keep us healthier while improving the environment.	Email	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council as studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioni
121.1 Laura Zilverberg		Transit electrification	Continue to transition diesel buses to electric and invest in EV technology	I would also love to see more expansion of electric buses and electric vehicles.	Email	The electrification of the transportation system is an important strategy that can help us make large progress in mitigating climate change and improve public health. We are in the midst of a study to provide technical background and strategies that we, with our partners, can undertake to accelerate the adoption of electric vehicles. Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with the FY22 State Transportation Bill and submitting to the Legislature no later than February 15, 2022. During this effort, Metro Transit will identify guiding principles and policies to frame the transition effort, establish goals and milestones, and assess our service, fleet and facilities to inform capital and operations budget planning, fleet procurements and facility improvements in the coming years. Metro Transit is also continuing to expand its METRO network of transitways over the next 10 years, creating a regional integrated network of reliable, frequent all day transit services that will provide high quality options for travel on transit rather than in single occupant vehicles. When fully complete, a majority of the trips made on the METRO network will be on an electric transit fleet.
121.2 Laura Zilverberg		Road and bridge maintenance	Supportive of maintaining our bridges and our roads, but concerned about expanding highways which only lead to more traffic and unnecessary emissions.	I am also supportive of maintaining our bridges and our roads, but concerned about expanding highways which only lead to more traffic and unnecessary emissions.	^y Email	The largest outlay of highway funding in the draft TIP is for preservation of roads, bridges, and other highway infrastructure. The Councils is currently working on several studies related to emissions and will develop strategies to reduce emissions as part of these efforts.
122.0 Cory Martinez		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program include a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking i recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transt, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian faultities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage local governments and transit providers to plan for and prioritize these projects. These studies and livest these under solar doe local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these typ

nmenter Commenter Name nber	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
122.1 Cory Martinez		Highways, greenhouse gas emissions and racial and	e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, bridg infrastructure. The Councils is currently working on several studies related to emissions reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding and h growing population and economy. Local cities, counties, region, MnDOT, the Minnesot States Department of Transportation all play a part in funding these projects and do so number of benefits beyond congestion relief, including improving safety, freight moven and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Tran- investment principles for highway mobility projects so that they are multimodal, use ex- coordinated with other planned projects, utilize a lower-cost/high return-on-investment environmental impacts. This approach results in projects like price managed lanes whet transit can use the lane free of charge instead of new general-purpose freeway lanes. this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages crossings that are built as part of expansion projects. The TPP lays out that project spot approach that considers investments in the following order when a mobility issue is ide management; traffic management technologies; lower cost-high benefit spot mobility projects then finally strategic capacity enhancements.
122.2 Cory Martinez		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with Transportation Bill and submitting to the Legislature no later than February 15, 2022. D will identify guiding principles and policies to frame the transition effort, establish goals our service, fleet and facilities to inform capital and operations budget planning, fleet p improvements in the coming years. Metro Transit is also continuing to expand its METR the next 10 years, creating a regional integrated network of reliable, frequent all day trahigh quality options for travel on transit rather than in single occupant vehicles. When f the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and transit, travel demand management, biking, and walking projects. The Transportation II a robust investment in transit that will support the building of the Green Line Extension Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bu modernization, and service expansion projects. While the TIP generally does not include pedestrian projects, the TAB invests in bicycle and pedestrian projects. In addition include multimodal improvements like new sidewalks, trails, or enhanced crossings. The projects outweighs the funding; however, especially given the increases in the number recent decades. Most bike and pedestrian projects are locally initiated and locally funde work or is doing work to encourage local governments to do more proactive transit, bic The Council also studied bicycle system barriers and prioritized locations to Council is currently leading a pedestrian safety action plan to identify strategies for elim and serious injuries in the region. And the Council is just beginning a travel demand mana identify ways to encourage local governments and transit providers to plan projects in their investment, since they are the primary implementers of these types o
122.3 Cory Martinez		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that can help u mitigating climate change and improve public health. Metro Transit has made significar its fleet and is currently developing a zero emission bus transition plan. We are in the m technical background and strategies that we, with our partners, can undertake to accel vehicles. We look forward to the results of this project and future work in this area.

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123.0 Jerome Comeau		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Externa Line, Rush Line, and B, E, and F lines. There is also a substantial investment in trans modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the projects in their investments, since they are the primary implementers of these to investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more do process. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
123.1 Jerome Comeau		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.		The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emir reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight m and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, to coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway lat this multimodal emphasis equates to new trails, pedestrian bridges, transit advant crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mole then finally strategic capacity enhancements.
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124.0 John Ledder		Project 6285-160/Silver Lake Road/694 Ramp	The south ramp especially has an issue with the eastbound traffic exiting 694. Bump out the right-hand turn further into the intersection and create a tighter turning radius for the right lane. Stagger / set back the stop lines for the two left-hand lanes. Add no turn on red / "right turn on green arrow only."	 I'm writing as part of the comment period on the 2022-2025 transportation plan. I have some feedback on project 6285-160, the silver lake road / 694 ramp. The south ramp especially has an issue with the eastbound traffic exiting 694: anyone taking the ramp to make a right hand turn south has to pull forward super far to see if they can make their right-turn-on-red, usually far enough for them to block the south traffic in the right lane. It's consistently hazardous: they pull up fast, uphill, looking backward and left to see if they can turn right, with the left two lanes obstructing the visibility, and it's never clear where or if they are going to stop. When I take that exit as a driver, it's always a bit of a prayer since you can't look two directions at once, and when I take that route southward on silver lake it feels like I'm going to get t-boned constantly. I think there are a few options to improve the intersection. Take a look at the attached picture detailing the problem for eastbound traffic exiting 694. The best fix I think would be to bump out the right-hand turn further into the intersection and create a tighter turning radius for the right lane. This improves the angle for looking left before making the right turn, slows turning speed by forcing drivers to reduce freeway momentum, and puts the "decision point" for committing to the turn later, where the visibility is better. Another improvement might be to stagger / set back the stop lines for the two left-hand lanes. A few feet further back and leftward visibility would be better for people turning right. Another option would be to add no turn on red / "right turn on green arrow only", but I'm sure that is unpopular. If tightening the right lane turning radius is a problem for semis, the middle lane could be designated for right turns as well. Thanks for letting me voice my thoughts on it. I'd be happy to talk it through over the phone if you like. 		Thank you for your comment. We will forward your concerns and ideas to MnDC consideration.
125.0 Susan Kallman		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossir projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay is region continues to discuss regional transportation investment priorities.
125.1 Susan Kallman		Highways, greenhouse gas emissions and racial ar	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 2044 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed land transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot more then finally strategic capacity enhancements.

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126.0 Teddie Potter		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	As a health professional, I strongly believe that Minnesota's transportation system must promote health and mitigate climate change impacts. Please consider the following comments as you develop the Twin Cities Transportation Improvement Plan: I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in trans modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has set the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these tinvestment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay is region continues to discuss regional transportation investment priorities.

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126.1 Teddie Potter		Highways, greenhouse gas emissions and racial and	e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	As a health professional, I strongly believe that Minnesota's transportation system must promote health and mitigate Sierra Club climate change impacts. Please consider the following comments as you develop the Twin Cities Transportation Improvement Plan: I have concerns about the \$2 billion for Highways/Roads. Maintaining our region's bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction. As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mir States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight a and job accessibility. Instead of prohibiting highway expansion projects, the 2044 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed land transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mo- then finally strategic capacity enhancements.
126.2 Teddie Potter		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality, reduce Vehicle Miles Traveled by investing more in transit.	As a health professional, I strongly believe that Minnesota's transportation system must promote health and mitigate Sierra Club e climate change impacts. Please consider the following comments as you develop the Twin Cities Transportation Improvement Plan: I strongly support the Met Council and Metro Transit's effort to transition its dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas with poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establist our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. It the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossir projects outweighs the funding; however, especially given the increases in the nu- recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trans The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit provi
126.3 Teddie Potter		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	As a health professional, I strongly believe that Minnesota's transportation system must promote health and mitigate Sierra Club climate change impacts. Please consider the following comments as you develop the Twin Cities Transportation Improvement Plan: The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MNDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made sig its fleet and is currently developing a zero emission bus transition plan. We are in technical background and strategies that we, with our partners, can undertake to vehicles. We look forward to the results of this project and future work in this are

oads, bridges, and other highway emissions and will develop strategies to

iding and help address the needs of a e Minnesota Legislature, and the United s and do so because these projects have a ight movements, economic development, 2040 Transportation Policy Plan lays out odal, use existing right-of-way, are -investment approach, and reduce d lanes where carpoolers and public way lanes. On arterial roadway projects, advantages, and safer multimodal project sponsors consider a tiered issue is identified: travel demand ot mobility projects; priced managed lane;

dance with the FY22 State 15, 2022. During this effort, Metro Transit ablish goals and milestones, and assess ing, fleet procurements and facility d its METRO network of transitways over t all day transit services that will provide es. When fully complete, a majority of

with and support expanded funding for portation Improvement Program includes e Extension, Blue Line Extension, Gold n transit bus replacements,

not include locally funded bicycle and gh the Regional Solicitation. In 2020, TAB . In addition, roadway projects often ossings. The needs for these types of ne number of people biking and walking in ocally funded, but the Council has done transit, bicycle, and pedestrian planning. as subsequently updated and improved locations that should be addressed. The ies for eliminating pedestrian fatalities emand management study that will help the peak period, particularly emphasizing orts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and t can help us make large progress in e significant investments in electrifying are in the midst of a study to provide ake to accelerate the adoption of electric s area.

ommenter Commenter Name umber	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
127.0 John Ressler		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.
127.1 John Ressler		Highways, greenhouse gas emissions and racial an	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Sierra Club	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emireduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight r and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-invee environmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway lathis multimodal emphasis equates to new trails, pedestrian bridges, transit advar crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mothen finally strategic capacity enhancements.
127.2 John Ressler		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full e battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance Transportation Bill and submitting to the Legislature no later than February 15, 20 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, f improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. V the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transports a robust investment in transit that will support the building of the Green Line Exter Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive tran The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel deman- identify ways to encourage travel that is not single-occupant vehicles during the pro- other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments

e with and support expanded funding for portation Improvement Program includes e Extension, Blue Line Extension, Gold n transit bus replacements,

not include locally funded bicycle and gh the Regional Solicitation. In 2020, TAB . In addition, roadway projects often ossings. The needs for these types of ne number of people biking and walking in ocally funded, but the Council has done transit, bicycle, and pedestrian planning. as subsequently updated and improved locations that should be addressed. The ies for eliminating pedestrian fatalities emand management study that will help the peak period, particularly emphasizing orts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and t guide update and the 2050 re depth as part of the regional visioning tay involved in the discussion as the

bads, bridges, and other highway b emissions and will develop strategies to

ading and help address the needs of a e Minnesota Legislature, and the United s and do so because these projects have a ight movements, economic development, 2040 Transportation Policy Plan lays out odal, use existing right-of-way, are n-investment approach, and reduce d lanes where carpoolers and public way lanes. On arterial roadway projects, advantages, and safer multimodal project sponsors consider a tiered issue is identified: travel demand of mobility projects; priced managed lane;

rdance with the FY22 State L5, 2022. During this effort, Metro Transit ablish goals and milestones, and assess ing, fleet procurements and facility and its METRO network of transitways over at all day transit services that will provide es. When fully complete, a majority of

e with and support expanded funding for portation Improvement Program includes e Extension, Blue Line Extension, Gold n transit bus replacements,

a not include locally funded bicycle and gh the Regional Solicitation. In 2020, TAB a. In addition, roadway projects often ossings. The needs for these types of he number of people biking and walking in ocally funded, but the Council has done e transit, bicycle, and pedestrian planning. has subsequently updated and improved I locations that should be addressed. The gies for eliminating pedestrian fatalities lemand management study that will help the peak period, particularly emphasizing forts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and

Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
	Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs.	Sierra Club	mitigating climate change and improve public health. Metro Transit has made s
		venicies. Expand EV spot Network throughout the region.	The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.		its fleet and is currently developing a zero emission bus transition plan. We are technical background and strategies that we, with our partners, can undertake vehicles. We look forward to the results of this project and future work in this a
	Performance Measures	Federal performance measures are not aggressive enough.	 bike and pedestrian focused projects. However, it is also to focused on expansion of our highway system to achieve regional transportation goals. Many of the stated goals are not specific nor ambitious enough and are not consistent with state and local goals. Components of the program which are not consistent with State and regional goals include: * Adoption of lower emission reduction targets. * A target of 75% single occupancy vehicles. * A target of only 0.5% (absolute) increase, from 69.5% to greater than 70%, for percent of reliable person-miles traveled on the Interstate system and 0.4% (absolute) increase on non-Interstate NHS. * Expansion highways by adding lanes. The change in target of emissions reduction does not acknowledge the climate reality that we live in nor conform to local climate action goals. For example, the Minneapolis Climate Action Plan targets reduction of emissions in the Twin Cities metro is on-road transportation. The Metropolitan Council should adopt higher targets for emission reduction on projects funded with CMAQ funds in support of existing climate action goals and set an explicit target to reduce vehicle miles traveled in the program. 		These targets are federally mandated and must, by federal law, be achievable Based on recent trends, the SOV target is aggressive. The adopted GHG emissions target is based on a model of projects programme Highway reliability does not come at the expense of more heavily investing in a
			management involves data, communications, and technologies that help system managers optimize traffic flow, and detect and respond to situations as they arise." I agree with this and would like to see the Council's Transportation Improvement Program to include this principle in its program as well. We should be focusing on investing in maintaining the road systems we have today while expanding transit, pedestrian, and bicycle infrastructure going forward. A plan that does this, along with focus on increasing ridership of public transportation options and use of		
	Budget Breakdown	Requesting clarification on the budget breakdown in Figure 4, page 24, relating to bicycle and pedestrian infrastructure investment that does not have dedicated funding but is part of highway project funding.	First, I request that the Council provide clarification regarding the budgetary breakdown displayed in Figure 4 (page 24) of the Draft TIP. In the caption to Figure 4, the document states that, "Many highway projects include significant bicycle and pedestrian elements such as trails, sidewalks, streetscape improvements and dedicated bike lanes and shoulders Overall spending on bicycle and pedestrian infrastructure is higher than reflected in the 'Bike/Ped Only' figure, which is the approximate sum of funds for projects dedicated solely for bicyclists and/or pedestrians." This clearly indicates that many bicycle and pedestrian improvements will be co-implemented alongside highway/road projects, with funding for such projects presumably coming from the \$2.089 billion highway/road project bucket. Other bicycle and pedestrian infrastructure projects will be drawn from the \$122 million "Bike/Ped Only" funding bucket. What is unclear from the figure and caption alone is which funding bucket would be used to finance projects that would occur on existing roadway infrastructure, but in a manner that would predominantly serve cyclists or pedestrians, such as installing a protective barrier separating an existing bike lane from an existing roadway or introducing additional cross-walks. Because such investments would be implemented on existing roadway infrastructure to reduce cyclist–vehicle and pedestrian–vehicle conflicts, respectively, I request that funding for such projects come from the \$2.089 billion Highway/Roads funding bucket rather than the Bike/Ped Only funding bucket.	Email;#Lett	ter Many of the funding sources that would fund such projects are flexible and, the of \$122 million and \$2.089 billion, respectively. The breakdown separates the p That said, if a roadway project includes a protective barrier, the entire project v Highway/Roads amount. Most projects captured by the Bike/Ped Only amount crosswalk project is an example of something that could be captured by that an in the Bike/Ped Only funding are shown in Table A-2 (STPBG-Transportation Alto 11 of the draft) and they tend to be sidewalk, trail, and pedestrian bridge project
	Traffic fatalities and serious injuries targets	given my particular concern for bicyclist, pedestrian, and transit- user safety, I am disappointed and mortified by the targets identified in Table 2 of the Draft TIP (page 17). The Final TIP should be updated to provide a specific goal date—no later than 2027—by which the Council aims to eliminate vehicular fatalities.	serious injuries," this statement lacks ambition, defers to underwhelming incrementalism, and is inconsistent with		ter Thank you for your comment. The Council agrees that any people dying or bein is unacceptable. We will include your comments for consideration in our discus setting the 2022 annual targets. The Council is currently leading a pedestrian sa to eliminate fatalities and serious injuries for people walking and rolling in the r expanding its safety planning work to help elevate the need to end traffic death through working with our partners across the region, including state and local g
	Drganization	Electric vehicle charging infrastructure Performance Measures Budget Breakdown	Electric vehicle charging infrastructure Prioritize electric wehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region. Performance Measures Federal performance measures are not aggressive enough. Budget Breakdown Requesting clarification on the budget breakdown in Figure 4, page 24, relating to bucycle and pediaterian infrastructure investment we decidated funding but is part of highway project funding. Traffic fatalities and serious injuries targets given my particular concern for bicyclist, pedestrian, and transit-user safety. I am disappointed and mortified by the targets identified in Table 2 of the Draft TP Digge 17. The Final TP should be updated to provide agencie gai date - no later than desering the provide and mortified by the targets identified in Table 2 of the Draft TP Digge 17. The Final TP should be updated to provide agencie gai date - no later than desering the provide and mortified by the targets identified in Table 2 of the Draft TP Digge 17. The Final TP should be updated to provide agencie gai date - no later than desering the should be updated the provide agencies.	Better officis outlight instantiation Profiles depresenting output depresent output depresenting output depresenting output depresenting out	Instruments Predictionation and instruments and indexing spectrum setters Instruments Instruments And one of the setters Setters Performance Performance Performance Instruments Instruments Instruments Instruments Performance Performance Performance Performance Instruments Instruments Instruments Instruments Performance Performance Performance Performance Instruments In

at can help us make large progress in ade significant investments in electrifying are in the midst of a study to provide take to accelerate the adoption of electric this area.

ble and not visionary in nature.

med in the TIP.

in and prioritizing other modes.

d, therefore, there are not modal "buckets" the primary mode served for each project. ject would be captured by the ount facilitate movement, though a nat amount. Most of the projects included on Alternatives (TA) Projects, pages A-7 to Aprojects.

being seriously injured from traffic crashes scussion with our local partners when in safety action plan to identify strategies he region. The Council will also be eaths and serious injuries in the region cal governments.

Commenter Number	Commenter Name	Organization	Comment Topic	Comment Summary	Full Cor
129.2	2 Aileen Cole		Safe and accessible bicycle/pedestrian facilities	Consider expanding the list of Surface Transportation Block Grant- Transportation Alternatives (STPBG-TA) projects identified in Table A-2 in order to successfully divert travelers and commuters from personal vehicles to alternative transportation modes to reduce vehicle trips and fight climate change. Establish safe and accessible means for Minnesotans to walk to their nearest transit stops, bike to areas of economic activity, and more. Acknowledge the known effects of induced travel.	
129.3	3 Aileen Cole		Lane expansion, congestion, VMT	Adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT). Transitioning existing lanes into carpool lanes during heavy traffic hours should never include new construction, nor should additional freeway or roadway lanes be proposed to address any traffic reduction goals. Reduce traffic demand by expanding alternative transportation options while also reducing transportation's share of greenhouse gas (GHG) emissions.	Traffic c new roa freeway capacity Given th lane exp carpool or roady such ap biking, c reducing
129.4	4 Aileen Cole		Congestion mitigation and air quality targets	Federal PMs regarding SOVs and GHG emissions reduction are not aggressive enough.	In relati targets on-road should b more di docume beyond Minnese climate single o more ar numero quality o
130.0) Mary Voight		Public information campaign	Develop a public information campaign that enlists resident participation to reduce pollution from cars, and also contributes to transportation improvements.	with the asking/r busy an Seems I increase In the 1 pollutio ahead a automo

nment

Response Source

MET Council consider expanding the list of Surface Transportation Block Grant-Transportation Alternatives BG-TA) projects identified in Table A-2 in order to successfully divert travelers and commuters from personal les to alternative transportation modes, thus helping reduce vehicle trips and fight climate change. the Twin Metropolitan Area must establish safe and accessible means for Minnesotans to walk to their nearest transit bike to areas of economic activity, and more. This includes expanding bicycle/pedestrian trails, grade ations, and installing additional bicycle/pedestrian crossing facilities over isolating features such as the freeway ork. Walkable infrastructure well-connected to public transit options helps foster cohesive cities, and so long as ies exist that inhibit walkability, transportation opportunities will remain stagnant. In conjunction with this est, I ask that the Council acknowledge the known effects of induced travel, as identified in this policy brief rred by the National Center for Sustainable Transportation, as cited by the California Department of portation:3

an Handy. 2015." Increasing Highway Capacity Unlikely to Relieve Traffic Congestion." National Center for inable Transportation, Department of Environmental Science and Policy. University of California, Davis. s://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/finalts/10-12-2015-ncst_brief_inducedtravel_cs6_v3.pdf

port of many of the pedestrian, bicyclist, and transit-oriented actions described in the Draft TIP, I request that Email;#Letter The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.

congestion has traditionally been addressed by adding additional roadway capacity via constructing entirely Email;#Letter No new freeway general purpose lanes planned in the 20-year Transportation Policy Plan (2040). The highway system is largely mature and only incremental changes are planned.

oadways, adding additional lanes to existing roadways, or upgrading existing highways to controlled-access ays. Numerous studies have examined the effectiveness of this approach and consistently show that adding ity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT). the well-supported evidence against lane expansion, I was disappointed to see numerous proposed roadway xpansion projects identified in the appendices. Though I do not oppose transitioning some existing lanes into ol lanes during heavy traffic hours, such lanes should never be new construction, nor should additional freeway dway lanes be proposed to address any traffic reduction goals, because evidence does not support their use for applications. Instead, efforts to reduce traffic demand by expanding alternative transportation options (walking, , or taking public transportation) are more affordable methods to address congestion problems while also ing transportation's share of greenhouse gas (GHG) emissions throughout the region.

ation to GHG reductions, it is unclear to me why the Council's congestion mitigation and air quality (CMAQ) ts are weak and entirely unambitious. The Council's adopted daily emissions reduction target of 2,647 kg/day of ad mobile source emissions is less aggressive than the existing performance level of 2,648 kg/day. This target d become more aggressive over time to address emissions concerns. Additionally, this target fails to provide a discrete indication of emissions sources that make up that target reduction level. Though it is important to nent and reduce all GHGs as well as other non-GHG emissions, on-road mobile source emissions reductions far nd those identified in Table 5 are required to address the transportation sector's role in climate change in esota, and the highly variable compounds that contribute to such emissions have unique contributions to the te crisis and other pollution concerns. Similarly, it is wholly unambitious to aim for only a 1.1% increase in nonoccupancy vehicles. A more aggressive target for adoption of non-single occupancy vehicles would allow for a ambitious on-road mobile source emissions goal, but the Draft TIP fails to pursue such actions and the rous other actions previously described which would help actionably address climate change and improve the y of life of countless Minnesotans.

he air conditioning or heater running, but go inside buildings instead. I see lots of cars idling and g/reminding people about the impact seems like a good thing to do. I realize law enforcement officers are very and adults should be able to self-regulate so a public education campaign engaging drivers makes sense to me.

s like there are more and more loud, broken mufflers too - doesn't that add pollution? Also seems to be a huge se in noise pollution from loud truck and motorcycle mufflers.

1970s we were able to get people to stop littering, how about a new campaign for individuals to reduce ion from their cars with easy tips about consolidating trips, not hitting the gas when light turns green, look l and coast to a red light A public, highly visible education campaign enlisting citizen participation in reducing automobile pollution contributes to transportation improvements also.

Email;#Letter Both of these targets are federally mandated and must, by federal law, be achievable and not visionary in nature.

Based on recent trends, the SOV target is aggressive.

The adopted GHG emissions target is based on a model of projects programmed in the TIP.

Generally in Minnesota the Department of Public Safety Driver and Vehicles Services is responsible for public information campaigns related to automobile safety and operation. This comment will be forwarded to that division for consideration.

Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
131.0 Kathy Magne		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transmodernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in them recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has set the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies I and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these to investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more or process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.
131.1 Kathy Magne		Transit electrification		We also need to increase deployment of electric buses and investment in electric vehicle infrastructure.	Email	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. We are in the midst of a st and strategies that we, with our partners, can undertake to accelerate the adopt Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. It the trips made on the METRO network will be on an electric transit fleet.
132.0 Alicia Valenti		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I'm writing as a resident of Minneapolis to provide comments on the draft 2022-2025 TIP. Given the Met Council's and MnDOT's stated goals of reducing emissions, promoting racial and economic equity, and reducing VMT, I would like to see the plan amended to: •Further prioritize and expand Travel Demand Management and bike and pedestrian-only projects, We need to make major investments in sustainable transportation options (namely transit, biking, and walking) in order to make them more convenient and attractive.	Email	The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nr recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has a the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies I and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

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t can help us make large progress in a study to provide technical background doption of electric vehicles.

rdance with the FY22 State 15, 2022. During this effort, Metro Transit ablish goals and milestones, and assess ning, fleet procurements and facility nd its METRO network of transitways over nt all day transit services that will provide les. When fully complete, a majority of

e with and support expanded funding for sportation Improvement Program includes le Extension, Blue Line Extension, Gold in transit bus replacements,

not include locally funded bicycle and ugh the Regional Solicitation. In 2020, TAB s. In addition, roadway projects often ossings. The needs for these types of he number of people biking and walking in locally funded, but the Council has done e transit, bicycle, and pedestrian planning. has subsequently updated and improved l locations that should be addressed. The gies for eliminating pedestrian fatalities lemand management study that will help the peak period, particularly emphasizing forts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and nt guide update and the 2050 ore depth as part of the regional visioning stay involved in the discussion as the

mmenter Commenter Name Imber	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
132.1 Alicia Valenti		Highways, greenhouse gas emissions and racial and	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I'm writing as a resident of Minneapolis to provide comments on the draft 2022-2025 TIP. Given the Met Council's and MnDOT's stated goals of reducing emissions, promoting racial and economic equity, and reducing VMT, I would like to see the plan amended to: •Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity, As it stands, I believe the plan does not prioritize climate or equity goals highly enough in light of the ongoing climate crisis. Highway projects should prioritize converting existing lanes to MnPASS lanesthese encourage carpooling and appropriately internalize the cost for those who choose to drive alone, particularly during peak periods; we should not be adding more petroleum-based impermeable surface when it is already fiscally challenging to maintain existing roads, and added impermeable surface contributes to runoff issues. I would also like to see the implementation of true bus-only lanes on highways and county roads as much as possible in order to make transit more time- competitive with driving.		The largest outlay of highway funding in the draft TIP is for preservation of road infrastructure. The Councils is currently working on several studies related to erreduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the M States Department of Transportation all play a part in funding these projects an number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal coordinated with other planned projects, utilize a lower-cost/high return-on-invenvironmental impacts. This approach results in projects like price managed lar transit can use the lane free of charge instead of new general-purpose freeway this multimodal emphasis equates to new trails, pedestrian bridges, transit advac crossings that are built as part of expansion projects. The TPP lays out that projapproach that considers investments in the following order when a mobility issumanagement; traffic management technologies; lower cost-high benefit spot m then finally strategic capacity enhancements.
132.2 Alicia Valenti		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality, reduce Vehicle Miles Traveled by investing more in transit.	I'm writing as a resident of Minneapolis to provide comments on the draft 2022-2025 TIP. Given the Met Council's and MnDOT's stated goals of reducing emissions, promoting racial and economic equity, and reducing VMT, I would like to see the plan amended to: •Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality, •Reduce Vehicle Miles Traveled by investing more in transit, I would also like to see the implementation of true bus-only lanes on highways and county roads as much as possible in order to make transit more time-competitive with driving.	Email	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordat Transportation Bill and submitting to the Legislature no later than February 15, i will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree w transit, travel demand management, biking, and walking projects. The Transpor a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossi projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tra The Council also studied bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dem- identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional effort: Regional Solic
132.3 Alicia Valenti		Electric vehicle charging infrastructure	Given Met Council's and MnDOT's state goals prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles.	 I'm writing as a resident of Minneapolis to provide comments on the draft 2022-2025 TIP. Given the Met Council's and MnDOT's stated goals of reducing emissions, promoting racial and economic equity, and reducing VMT, I would like to see the plan amended to: Expand electric vehicle (EV) charging infrastructure and coordinate with other agencies to support more rapid EV adoption. 	Email	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made si its fleet and is currently developing a zero emission bus transition plan. We are technical background and strategies that we, with our partners, can undertake vehicles. We look forward to the results of this project and future work in this a
132.3 Alicia Valenti		Vision Zero	federal standard, as someone who typically walks, bikes, and take	encouraging/requiring street design that slows traffic and improves sightlines as much as possible.	Email	Thank you for your comment. The Council agrees that any people dying or being is unacceptable. We will include your comments for consideration in our discuss setting the 2022 annual targets. The Council is currently leading a pedestrian sat to eliminate fatalities and serious injuries for people walking and rolling in the re expanding its safety planning work to help elevate the need to end traffic death through working with our partners across the region, including state and local g

oads, bridges, and other highway o emissions and will develop strategies to

nding and help address the needs of a e Minnesota Legislature, and the United s and do so because these projects have a eight movements, economic development, e 2040 Transportation Policy Plan lays out odal, use existing right-of-way, are n-investment approach, and reduce d lanes where carpoolers and public way lanes. On arterial roadway projects, advantages, and safer multimodal project sponsors consider a tiered r issue is identified: travel demand of mobility projects; priced managed lane;

ordance with the FY22 State 15, 2022. During this effort, Metro Transit tablish goals and milestones, and assess ning, fleet procurements and facility and its METRO network of transitways over ent all day transit services that will provide cles. When fully complete, a majority of

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being seriously injured from traffic crashes scussion with our local partners when n safety action plan to identify strategies he region. The Council will also be eaths and serious injuries in the region cal governments.

Commenter Number	Commenter Name	Organization	Comment Topic	Comment Summary	Full Co
133.	0 Kathleen Schuler	Health Professionals for a Healthy Climate	Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	Health Transp 500 M We pro equita resilier health more. As hea climate to: fact infrast •We st Bike/P
133.	1 Kathleen Schuler	Health Professionals for a Healthy Climate	Highways, greenhouse gas emissions and racial and	e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	Health Transp 500 M We pro equita resilier health more. As hea climate to: fact infrast •We h expand Climat econor •The c comm Counci emissio

Comment	Source	Response
th Professionals for a Healthy Climate (HPHC) appreciates the opportunity to comment on the Twin Cities sportation Improvement Plan. HPHC is an interdisciplinary organization of over Minnesota health professionals focused on protecting and improving human health by promoting climate health. oromote a climate equity policy agenda that dismantles existing environmental racism, creates a just and table transition to a carbon-free economy, and prioritizes investment in BIPOC communities to create climate ence and healthy lives and communities. HPHC represents a wide array of health professions, including public th, environmental health and sustainability experts, nurses, physicians, academics, allied health workers, and e.	Email	The Metropolitan Council and the Transportation Advisory Board (TAB) agree we transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line B Line, Rush Line, and B, E, and F lines. There is also a substantial investment in t modernization, and service expansion projects. While the TIP generally does n pedestrian projects, the TAB invests in bicycle and pedestrian projects through funded all pedestrian applications and 11 multi-use trail and bicycle projects. I include multimodal improvements like new sidewalks, trails, or enhanced cross projects outweighs the funding; however, especially given the increases in the
ealth professionals, we strongly advocate for a transportation system that promotes public health, mitigates ate change impacts and creates racial and economic equity. We support transforming our transportation system acilitate active transportation, increase access to mass transit, reduce vehicle miles traveled and develop the structure to support electrification of buses, cars and other vehicles.		recent decades. Most bike and pedestrian projects are locally initiated and loc work or is doing work to encourage local governments to do more proactive tr The Council created a Regional Bicycle Transportation Network in 2014 and ha the network. The Council also studied bicycle system barriers and prioritized lo Council is currently leading a pedestrian safety action plan to identify strategie
strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on /Pedestrian-only projects. These projects should be prioritized and expanded.		and serious injuries in the region. And the Council is just beginning a travel der identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional effor Regional Solicitation and to encourage local governments and transit providers projects in their investments, since they are the primary implementers of thes investment needs analyses will feed into the 2050 metropolitan development

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n Professionals for a Healthy Climate (HPHC) appreciates the opportunity to comment on the Twin Cities portation Improvement Plan. HPHC is an interdisciplinary organization of over linnesota health professionals focused on protecting and improving human health by promoting climate health. omote a climate equity policy agenda that dismantles existing environmental racism, creates a just and able transition to a carbon-free economy, and prioritizes investment in BIPOC communities to create climate nce and healthy lives and communities. HPHC represents a wide array of health professions, including public , environmental health and sustainability experts, nurses, physicians, academics, allied health workers, and

alth professionals, we strongly advocate for a transportation system that promotes public health, mitigates e change impacts and creates racial and economic equity. We support transforming our transportation system cilitate active transportation, increase access to mass transit, reduce vehicle miles traveled and develop the tructure to support electrification of buses, cars and other vehicles.

nave concerns about the \$2 billion for Highways/Roads. Maintaining our region's bridges and roads is critical, but ding highways that induce traffic and emissions is the wrong direction. As the Met Council develops its own te Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and mic equity. The TIP must not only acknowledge climate change but act on it.

construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and nunity disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met cil and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse ions, and to prioritize projects that promote equity and reduce emissions.

The largest outlay of highway funding in the draft TIP is for preservation of roads, bridges, and other highway infrastructure. The Councils is currently working on several studies related to emissions and will develop strategies to reduce emissions as part of these efforts.

region continues to discuss regional transportation investment priorities.

Highway expansion projects are a small portion of overall transportation funding and help address the needs of a growing population and economy. Local cities, counties, region, MnDOT, the Minnesota Legislature, and the United States Department of Transportation all play a part in funding these projects and do so because these projects have a number of benefits beyond congestion relief, including improving safety, freight movements, economic development, and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Transportation Policy Plan lays out investment principles for highway mobility projects so that they are multimodal, use existing right-of-way, are coordinated with other planned projects, utilize a lower-cost/high return-on-investment approach, and reduce environmental impacts. This approach results in projects like price managed lanes where carpoolers and public transit can use the lane free of charge instead of new general-purpose freeway lanes. On arterial roadway projects, this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, and safer multimodal crossings that are built as part of expansion projects. The TPP lays out that project sponsors consider a tiered approach that considers investments in the following order when a mobility issue is identified: travel demand management; traffic management technologies; lower cost-high benefit spot mobility projects; priced managed lane; then finally strategic capacity enhancements.

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not include locally funded bicycle and gh the Regional Solicitation. In 2020, TAB . In addition, roadway projects often rossings. The needs for these types of he number of people biking and walking in ocally funded, but the Council has done e transit, bicycle, and pedestrian planning. has subsequently updated and improved l locations that should be addressed. The gies for eliminating pedestrian fatalities demand management study that will help the peak period, particularly emphasizing forts is to help identify needs for the ers to plan for and prioritize these lese types of projects. These studies and nt guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the

Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
133.2 Kathleen Schuler	Health Professionals for Healthy Climate	a Transit electrification and VMT reduction	Vehicle Miles Traveled by investing more in transit.	 Health Professionals for a Healthy Climate (HPHC) appreciates the opportunity to comment on the Twin Cities Transportation Improvement Plan. HPHC is an interdisciplinary organization of over 500 Minnesota health professionals focused on protecting and improving human health by promoting climate health. We promote a climate equity policy agenda that dismantles existing environmental racism, creates a just and equitable transition to a carbon-free economy, and prioritizes investment in BIPOC communities to create climate resilience and healthy lives and communities. HPHC represents a wide array of health professions, including public health, environmental health and sustainability experts, nurses, physicians, academics, allied health workers, and more. As health professionals, we strongly advocate for a transportation system that promotes public health, mitigates climate change impacts and creates racial and economic equity. We support transforming our transportation system to: facilitate active transportation, increase access to mass transit, reduce vehicle miles traveled and develop the infrastructure to support electrification of buses, cars and other vehicles. •We strongly support the Met Council and Metro Transit's effort to transition its dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas with poor air quality. •The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit. 	Email	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordar Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent al high quality options for travel on transit rather than in single occupant vehicles. the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trar The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc: Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts
133.3 Kathleen Schuler		Electric vehicle charging infrastructure	Transform transportation system to facilitate active transportation, increasing transit, reduce vehicle miles traveled and investments to support transportation electrification. Coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	 Health Professionals for a Healthy Climate (HPHC) appreciates the opportunity to comment on the Twin Cities Transportation Improvement Plan. HPHC is an interdisciplinary organization of over 500 Minnesota health professionals focused on protecting and improving human health by promoting climate health. We promote a climate equity policy agenda that dismantles existing environmental racism, creates a just and equitable transition to a carbon-free economy, and prioritizes investment in BIPOC communities to create climate resilience and healthy lives and communities. HPHC represents a wide array of health professions, including public health, environmental health and sustainability experts, nurses, physicians, academics, allied health workers, and more. As health professionals, we strongly advocate for a transportation system that promotes public health, mitigates climate change impacts and creates racial and economic equity. We support transforming our transportation system to: facilitate active transportation, increase access to mass transit, reduce vehicle miles traveled and develop the infrastructure to support electrification of buses, cars and other vehicles. The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MNDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing service 	Email	projects in their investments, since they are the primary implementers of these The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ex- Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive trai The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc. Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers t projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gu Transportation Policy Plan. Funding structures are likely to be revisited in more of process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.
						The electrification of the transportation system is an important strategy that ca mitigating climate change and improve public health. Metro Transit has made since fits fleet and is currently developing a zero emission bus transition plan. We are

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15, 2022. During this effort, Metro Transit ablish goals and milestones, and assess ning, fleet procurements and facility nd its METRO network of transitways over nt all day transit services that will provide les. When fully complete, a majority of

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t can help us make large progress in de significant investments in electrifying are in the midst of a study to provide

nmenter Commenter Name nber	Organization	Comment Topic	Comment Summary	Full Comment S	Source	Response
134.0 David W Hunter, MD		Promote health and mitigate climate change	Minnesota's transportation system must be radically overhauled to promote public health and mitigate climate change. It is past time that the TIP includes more electrification and other fossil fue reduction strategies. Climate calamity elsewhere will bring migration flows to places less impacted. History and our grandchildren will not think kindly of today's decision makers.	As a health professional, I believe that Minnesota's transportation system must be radically overhauled in order to promote health and mitigate climate change impacts. Please consider strengthening, electrifying and expanding a el solidly non-fossil-fuel-based Twin Cities Transportation Improvement Plan. As climate-related problems intensify, and we become a country and world wracked by famine, drought and flood, fire, and recurrent pandemics; migrations to regions with slightly more benign climates, like Minnesota, will create problems that will have no rational solutions. Extinction of animal species will accelerate and eventually human life itself will become a commodity. Do you want such a future for your grandchildren? They are already becoming angry and disillusioned by the greed and inactivity of the people who wield regulatory power. The history that they will write of our era of delay, blindness to truth, and ignorance will paint us all as co-conspirators and fools in an incomprehensible denial of the inevitable. It's long past time to jump ahead of the tsunami of problems racing toward us.	Email	The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.
135.0 Nicholas Frye		Single occupancy vehicle reduction target	Federal PM regarding SOVs is not aggressive enough.	I am disappointed in the goals in reducing SOV traffic in Minnesota in the 2022-2025 TIP. As an urban center with great potential to considerably improve public transit, the 75% target is still unacceptably high. The Twin Cities Metro is already dominated by urban highways which are expensive, and inefficient at transporting people. The Metro Council should aim to improve transit options further, and help drive down SOVs and reduce our dependency in ineffective means of transportation, as well as our carbon footprint.	Email	The single-occupancy vehicle target is federally mandated. Per federal rules, the target must be achievable and not visionary. Based on recent trends, the SOV target is aggressive.
136.0 Serafina Scheel		Safety targets	Current safety goals are not acceptable. We need to better engineer for safety.	1. Traffic deaths and injuries are rising in our state. The current goals of allowing 1000 preventable deaths are not acceptable. Drivers and roads are becoming less safe. We need to reverse that trend by thinking how we can better engineer for safety. We've learned in the past year that congestion and slower traffic, although they may be minor annoyances, make transportation safer.	Email	Thank you for your comment. The Council agrees that any people dying or being seriously injured from traffic crashes is unacceptable. We will include your comments for consideration in our discussion with our local partners when setting the 2022 annual targets from this year's target of no more than 106 fatalities. The Council is currently leading a pedestrian safety action plan to identify strategies to eliminate fatalities and serious injuries for people walking and rolling in the region. The Council will also be expanding its safety planning work to help elevate the need to end traffic deaths and serious injuries in the region through working with our partners across the region, including state and local governments.
136.1 Serafina Scheel		Single occupancy vehicle reduction target	Federal PM regarding SOVs is not aggressive enough.		Email	The single-occupancy vehicle target is federally mandated. Per federal rules, the target must be achievable and not
136.2 Serefina Scheel		Highways and greenhouse gas emissions	Federal PM targets are not aggressive enough; more investment multimodal travel is necessary; reliability is unimportant.	 encouraging different ways of travel. in 3. Why are you setting goals that allow for higher emission targets than we currently have in a time of crisis? 4. Although the plan states that projects must contribute to a safe regional transportation system that provides reliable, affordable, and efficient multimodal options, and promote a healthy, sustainable environment, the focus is largely on highway improvements that make multimodal transportation options less likely to happen. 5. We need massive investments in sustainable transportation. This plan gives that idea short shrift. "Interstate reliability" for unimpeded travel shouldn't be the priority. 	Email	 visionary. Based on recent trends, the SOV target is aggressive. These targets are federally mandated and must, by federal law, be achievable and not visionary in nature. The adopted GHG emissions target is based on a model of projects programmed in the TIP. Highway reliability does not come at the expense of more heavily investing in and prioritizing other modes.
137.0 Larisa Speetzen		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I'd like to see the Twin Cities Transportation Improvement Plan focus more on funding climate-friendly solutions, and less on expanding single-occupancy-vehicle car infrastructure. I agree with the Sierra Club that the final plan should: * Further prioritize and expand Transit Demand Management and bike and pedestrian-only projects,	Email	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage local governments and transit providers to plan for and prioritize these projects in their investments, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan

Commenter Commenter Name Jumber	Organization	Comment Topic	Comment Summary	Full Comment Source	Response
137.1 Larisa Speetzen		Highways, greenhouse gas emissions and racial and	d e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I'd like to see the Twin Cities Transportation Improvement Plan focus more on funding climate-friendly solutions, and Email less on expanding single-occupancy-vehicle car infrastructure. I agree with the Sierra Club that the final plan should: * Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to em reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Mir States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight r and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-invertansit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advar crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mo then finally strategic capacity enhancements.
137.2 Larisa Speetzen		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality, reduce Vehicle Miles Traveled by investing more in transit.	I'd like to see the Twin Cities Transportation Improvement Plan focus more on funding climate-friendly solutions, and Email less on expanding single-occupancy-vehicle car infrastructure. I agree with the Sierra Club that the final plan should: * Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality, * Reduce Vehicle Miles Traveled by investing more in transit.	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establisl our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. V the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wit transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossim projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized loca Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these re
138.0 Art Hanson		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	ub The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transport: a robust investment in transit that will support the building of the Green Line Ext Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit ondernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossin projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locall work or is doing work to encourage local governments to do more proactive tran The Council created a Regional Bicycle Transportation Network in 2014 and has s the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies f and serious injuries in the region. And the Council is just beginning a travel dema identify ways to encourage travel that is not single-occupant vehicles during the pother modes like transit, biking, and walking. The intent of these regional efforts Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these t investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more d process. The Council and Transportation Advisory Board encourages you to stay i region continues to discuss regional transportation investment priorities.

bads, bridges, and other highway b emissions and will develop strategies to

ading and help address the needs of a e Minnesota Legislature, and the United s and do so because these projects have a ight movements, economic development, 2040 Transportation Policy Plan lays out odal, use existing right-of-way, are n-investment approach, and reduce d lanes where carpoolers and public way lanes. On arterial roadway projects, advantages, and safer multimodal project sponsors consider a tiered issue is identified: travel demand of mobility projects; priced managed lane;

ordance with the FY22 State 15, 2022. During this effort, Metro Transit cablish goals and milestones, and assess ning, fleet procurements and facility nd its METRO network of transitways over nt all day transit services that will provide cles. When fully complete, a majority of

e with and support expanded funding for sportation Improvement Program includes e Extension, Blue Line Extension, Gold n transit bus replacements,

not include locally funded bicycle and ugh the Regional Solicitation. In 2020, TAB s. In addition, roadway projects often rossings. The needs for these types of he number of people biking and walking in locally funded, but the Council has done transit, bicycle, and pedestrian planning. has subsequently updated and improved l locations that should be addressed. The gies for eliminating pedestrian fatalities lemand management study that will help the peak period, particularly emphasizing forts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and e with and support expanded funding for portation Improvement Program includes e Extension, Blue Line Extension, Gold

n transit bus replacements, not include locally funded bicycle and gh the Regional Solicitation. In 2020, TAB . In addition, roadway projects often ossings. The needs for these types of e number of people biking and walking in ocally funded, but the Council has done transit, bicycle, and pedestrian planning. has subsequently updated and improved locations that should be addressed. The gies for eliminating pedestrian fatalities emand management study that will help the peak period, particularly emphasizing orts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and t guide update and the 2050 ore depth as part of the regional visioning stay involved in the discussion as the

Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
138.1 Art Hanson		Highways, greenhouse gas emissions and racial	and e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region's bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Email	The largest outlay of highway funding in the draft TIP is for preservation of roads infrastructure. The Councils is currently working on several studies related to em- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal, coordinated with other planned projects, utilize a lower-cost/high return-on-inve environmental impacts. This approach results in projects like price managed lan transit can use the lane free of charge instead of new general-purpose freeway I this multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mot then finally strategic capacity enhancements.
138.2 Art Hanson		Transit electrification	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality.	We also need to increase deployment of electric buses and investment in electric vehicle infrastructure.	Email	The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. We are in the midst of a str and strategies that we, with our partners, can undertake to accelerate the adopt Metro Transit will be completing a Zero Emission Bus Transition Plan in accordan Transportation Bill and submitting to the Legislature no later than February 15, 2 will identify guiding principles and policies to frame the transition effort, establis our service, fleet and facilities to inform capital and operations budget planning, improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. We the trips made on the METRO network will be on an electric transit fleet.
139.0 Kathryn Murray	St. Anthony Park Community Council/District 12	TH-280 - Broadway Street Left Turn Signal		 The St. Anthony Park Community Council (District 12 within Saint Paul's District Council system) opposes removing the left turn signal on northbound Trunk Highway 280 at Broadway Street, the funding for which is outlined on page 77 of the TIP (project number 6241-105). The SAPCC Executive Committee members unanimously opposed this removal for a variety of reasons: Removal decreases connection across divided Lauderdale and between Saint Paul and Minneapolis, which are already divided enough by the highway The existence of the Broadway signal creates gaps in the southbound traffic on highway 280 so that drivers can merge southbound from Como and Hennepin avenues. The modeling of the resulting traffic change does not seem fully considered, including the effect on businesses on/around Broadway and possibly on residents east of 280 MnDOT plans to increase the highway 280 speed limit north of Larpenteur to 60 mph if the turn signal is removed, and the community also strongly opposes raising that speed limit 	Email;#Let	tter MnDOT has indicated that further public input will be gathered regarding any po Highway 280 and Broadway St NE. As a result, if the project still occurs, it will be pavement project on Highway 280. The removal of the project from the TIP will amendment or as part of the next draft TIP (2023-2026) in order to give the proje funding to another project. The speed limit on Highway 280 will remain the sam prior to the pavement project in 2027.
139.1 Kathryn Murray	St. Anthony Park Community Council/District 12	Safety targets	plan, SAPCC finds that while the Transportation Improvement	ear In keeping with the St. Anthony Park Community Council's 10-year plan, SAPCC finds that while the Transportation Improvement Program's nod toward Vision Zero is good, a goal as high as almost 1,000 deaths in 2021 is too high, an lost indicates a lack of underlying strategies in the plan to lower the number of deaths.		tter Thank you for your comment. The Council agrees that any people dying or being is unacceptable. We will include your comments for consideration in our discussi setting the 2022 annual targets from this year's target of no more than 106 fatal a pedestrian safety action plan to identify strategies to eliminate fatalities and se rolling in the region. The Council will also be expanding its safety planning work t deaths and serious injuries in the region through working with our partners acro local governments.
139.2 Kathryn Murray	St. Anthony Park Community Council/District 12	Single occupancy vehicle reduction target	Federal PM regarding SOVs is not aggressive enough.	Likewise — and more importantly on a global scale — the goal of reducing single-occupancy vehicle trips only from 76.1% to 75% and actually *increasing* emissions targets are also reflected in the funding proposed throughout.	Email;#Let	tter The single-occupancy vehicle target is federally mandated. Per federal rules, the visionary. Based on recent trends, the SOV target is aggressive.

oads, bridges, and other highway o emissions and will develop strategies to

nding and help address the needs of a e Minnesota Legislature, and the United s and do so because these projects have a eight movements, economic development, e 2040 Transportation Policy Plan lays out odal, use existing right-of-way, are n-investment approach, and reduce d lanes where carpoolers and public way lanes. On arterial roadway projects, advantages, and safer multimodal project sponsors consider a tiered rissue is identified: travel demand of mobility projects; priced managed lane;

t can help us make large progress in f a study to provide technical background adoption of electric vehicles.

ordance with the FY22 State 15, 2022. During this effort, Metro Transit tablish goals and milestones, and assess ning, fleet procurements and facility and its METRO network of transitways over ent all day transit services that will provide cles. When fully complete, a majority of

ny potential intersection changes at vill be delayed until 2027 to coincide with a vill be reflected either as a future TIP project sponsor time to reallocate this same for now, but will be reassessed

being seriously injured from traffic crashes scussion with our local partners when fatalities. The Council is currently leading and serious injuries for people walking and work to help elevate the need to end traffic s across the region, including state and

s, the target must be achievable and not

Comment Number	er Commenter Name	Organization	Comment Topic	Comment Summary	Full Cor
15	89.3 Kathryn Murray	St. Anthony Park Community Council/District 12	Multimodal options that promote a healthy, sustaina	The TIP says that projects must contribute to a safe regional transportation system that provides reliable, affordable, and efficient *multimodal* options, and promote a *healthy, sustainable* environment. Most of the highway improvements included would be made at the expense of other modes.	On page provide environ modes. emissio
13	39.4 Kathryn Murray	St. Anthony Park Community Council/District 12	Greenhouse gas emissions	Minnesota emissions goals are not as ambitious as they need to or could be, see current heat crisis. "Interstate reliability" should not be a goal but creating a human-habitable place to live should be. The TIP should massively invest in sustainable transportation.	

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ull Comment	Source	Response
n page 35, the TIP says that projects must contribute to a safe regional transportation system that ovides reliable, affordable, and efficient *multimodal* options, and promote a *healthy, sustainable* nvironment. Yet most of the highway improvements included would be made at the expense of other odes. It is well known that cars are more expensive and less efficient (spatially and in terms of nissions) than transit, bicycling, walking or any other way to get around the cities.	Email;#Letter	r The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded fur transit, travel demand management, biking, and walking projects. The Transportation Improvement Program a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycl pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 24 funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects o include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these type projects outweighs the funding; however, especially given the increases in the number of people biking and v recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council ha work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian pro- The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and in the network. The Council also studied bicycle system barriers and prioritized locations that should be address: Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian far and serious injuries in the region. And the Council is just beginning a travel demand management study that ' identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly em other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize thess projects in their investments, since they are the primary im

sota (and the U.S.) is not on track to meet emissions goals, which are already not as ambitious as ed them to be, as we see in our current heat crisis and as the new "normals" are released by . Transportation is Minnesota's number-one source of emissions and it's one of the easiest where we can make major cuts.

ving "interstate reliability" should not be the goal in 2021: creating a human-habitable place to ould be. The TIP should be structured in a way that facilitates the massive investments we need ainable transportation needed in light of our climate crisis.

Email;#Letter The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.

region continues to discuss regional transportation investment priorities.

The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved

gree with and support expanded funding for ansportation Improvement Program includes Line Extension, Blue Line Extension, Gold nt in transit bus replacements,

oes not include locally funded bicycle and rough the Regional Solicitation. In 2020, TAB ects. In addition, roadway projects often d crossings. The needs for these types of n the number of people biking and walking in nd locally funded, but the Council has done tive transit, bicycle, and pedestrian planning. nd has subsequently updated and improved zed locations that should be addressed. The ategies for eliminating pedestrian fatalities el demand management study that will help ing the peak period, particularly emphasizing efforts is to help identify needs for the viders to plan for and prioritize these f these types of projects. These studies and Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the

Commente Number	er Commenter Name	Organization	Comment Topic	Comment Summary	Full Con
14	0.0 Jesse Mortenson		Carbon emissions	Life/death climate crisis demands more action than proposed, need more vehicle miles traveled reduction, more single occupant vehicles reduction, more adaptation and goals that reflect the urgency. Stop highway expansion, we need more transit and biking, and to retain remote work.	With the do much single of sector. We sector. We stake.
14	1.0 Sam Rockwell	Move Minnesota	Highways, greenhouse gas emissions and racial and	e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	The pure even mo (disprop guzzling significa Metropo • Do not through flyovers Yet we know w deliver of this spri Metropo Move N feels like the fact
14	1.1 Sam Rockwell	Move Minnesota	Climate change and racial inequities	The TIP does not reflect a commitment to transportation improvements that advance climate change and social justice and equity goals. 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.	it is critic Thank ye year, Me commer We wer that adv •Acknow as a pilla to reach "sustain pivotal co include a current expandi commun

omment	Source	Response
the global warming crisis clearly in full motion, already taking lives with unprecedented heat waves, we need to uch more than you have proposed. We need a bigger reduction in auto miles traveled, a bigger reduction in occupant vehicles, and other goals that reflect the urgency of reducing carbon emissions in the transportation r. We must halt car highway and freeway expansions and instead turn to a strategy of adaptation and survival. eed transit, bike highways, ebike subsidies, and incentives for businesses to retain remote work. Lives are at .	Email	The Metropolitan Council and the Transportation Advisory Board acknowledge mitigating climate change for the benefit of all residents of our region and our p traditionally underrepresented with the least ability to adapt to a changing clim transportation sector is a leading contributor to climate change in Minnesota ar undertaking several efforts to advance climate mitigation including: an internal now underway; a study that will provide technical background and evaluate pot adoption of electric vehicles; investments in transit electrification and the devel transition plan; a regional travel demand management study that will review be and hold on to as many telecommuting gains made during COVID-19 as possible climate change measures study that will prepare us to more directly consider cl infrastructure investments and policy direction. We are also working toward a r guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. T documents will provide opportunities for additional public input and technical a policy and investments to support climate mitigation. Highway expansion projects are a small portion of overall transportation fundin needs of a growing population and economy. Local cities, counties, region, MnI the United State Department of Transportation all play a part in funding these p projects have a number of benefits beyond congestion relief, including improvir economic development, and job accessibility . Instead of prohibiting highway e Transportation Policy Plan lays out investment principles for highway mobility p use existing right-of-way, are coordinated with other planned projects, utilize a approach, and reduce environmental impacts. This approach results in projects carpoolers and public transit can use the lane free of charge instead of new gen arterial roadway projects, this multimodal emphasis equates to new trails, pede and safer multimodal crossings that are built as part of expansion projects. The consider a tiered approach that considers investments in the following
ursuit of seemingly endless growth has been a through-line in the United States' history of roads and highways, more in Minnesota that in other states: we have the 5th highest total highway miles in the country oportionate to both our geographic and population sizes) and we lead the nation in our attraction to gas ng SUVs, crossovers, and trucks. Transportation is Minnesota's leading source of climate pollution and a icant contributor to the state's economic and racial divides. The TIP provides an opportunity-which the opolitan Council must take to address how we as a region will tackle these systemic problems head on. Not induce demand for driving. Don't just take federal money because it is there. Expanding roadways-whether gh lane expansions, adding HOV lanes rather than converting existing lanes to HOV lanes, or creating new ers or interchanges-induces demand for driving. This means that the more we build, the more people will drive. e know we need to reduce the amount of miles people drive to meet even the most timid climate targets; we we must close the gap between the ease of car travel and the ease of biking, walking, and transit if we are to er economic and racial justice to our communities. This goal of reducing driving levels was adopted by Mn DOT poring (specifically, a provisional statewide goal to reduce vehicle miles traveled) and should be reflected in the opolitan Council's planning documents. Minnesota understands that federal money is available for highway expansion and that accepting that money like the right thing to do-it's what our region has always done, and it's money coming to our communities. But ct that	Email;#Letter	The largest outlay of highway funding in the draft TIP is for preservation of road infrastructure. The Councils is currently working on several studies related to en- reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation fundin growing population and economy. Local cities, counties, region, MnDOT, the M States Department of Transportation all play a part in funding these projects an number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 20- investment principles for highway mobility projects so that they are multimoda coordinated with other planned projects, utilize a lower-cost/high return-on-in- environmental impacts. This approach results in projects like price managed la transit can use the lane free of charge instead of new general-purpose freeway this multimodal emphasis equates to new trails, pedestrian bridges, transit adv crossings that are built as part of expansion projects. The TPP lays out that pro approach that considers investments in the following order when a mobility issu management; traffic management technologies; lower cost-high benefit spot m then finally strategic capacity enhancements.
ritical for safety-not to accommodate more vehicle traffic. (x you for the opportunity to submit comments on the 2022-25 Draft Transportation Improvement Plan (TIP). Last Move Minnesota, along with a number of members of the public and other interested organizations, submitted nents reflecting our concerns that neither climate nor racial and social justice was directly addressed in the TIP. There dismayed to see that once again, the TIP does not reflect a commitment to transportation improvements advance climate change and social justice and equity goals. howledge the impact of TIP investments in the plan itself. Although the TIP acknowledges "healthy environment" illar of the transportation section of the Thrive 2040 plan, there is no acknowledgment of the leveraging the TIP were backnowledge the impact of the plan are there any mentions of race. (The plan does mention "powity" and	Email;#Letter	F Equity impacts, both future and past, are important considerations when select Some project selection processes have been adjusted to include equity measure when selecting projects. The Regional Solicitation process includes equity impact measure across all project application categories. The region must continue to i measures that must be considered when funding transportation projects in all r Equity Evaluation of Regional Transportation Investments to identify and adopt equitable regional transportation investments and selection processes.

lar of the transportation section of the Thrive 2040 plan, there is no acknowledgment of the leveraging the TIF h statewide climate goals. Nor are there any mentions of race. (The plan does mention "equity" and nability" through references to policies in other documents.) Climate change and healing racial inequities are challenges in 2020 and will remain challenges in the years and decades to come. We request that the TIP e an analysis of how each transportation project and funding stream will impact our climate future and our t inequities and injustices. Transportation infrastructure and priorities are decimating our climate, are ling and perpetuating economic inequality, and have been used to divide and destroy Black and brown unities. We need to know this won't happen again.

The Metropolitan Council and the Transportation Advisory Board also acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.

ge the urgency and importance of ur planet, but especially those limate. We acknowledge the a and in the United States. We are nally focused climate action plan that is potential strategies to accelerate the evelopment of a zero emission bus best practices to update our strategies ible; and a regional transportation and r climate change as we evaluate a new 2050 metropolitan development 4. The development of these guiding al analysis that can lead to additional

nding investments and help address the MnDOT, the Minnesota Legislature, and se projects and do so because these oving safety, freight movements, ay expansion projects, the 2040 ty projects so that they are multimodal, e a lower-cost/high return-on-investment ects like price managed lanes where general-purpose freeway lanes. On bedestrian bridges, transit advantages, The TPP lays out that project sponsors r when a mobility issue is identified: travel oads, bridges, and other highway o emissions and will develop strategies to

ading and help address the needs of a e Minnesota Legislature, and the United s and do so because these projects have a ight movements, economic development, 2040 Transportation Policy Plan lays out odal, use existing right-of-way, are n-investment approach, and reduce d lanes where carpoolers and public way lanes. On arterial roadway projects, advantages, and safer multimodal project sponsors consider a tiered issue is identified: travel demand of mobility projects; priced managed lane;

lecting projects to be included in the TIP. sures and outcomes that are considered apacts and benefits as an evaluation to identify strategies, actions and all modes. The Council will be starting an opt new strategies to help with more

Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
141.2 Sam Rockwell	Move Minnesota	Policy guidance	TIP, not just follow the letter of rigid past plans. Employ smart and	•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. The most recent update of the TPP focused on the post-COVID pandemic world. Our recovery has been unpredictable and uneven, and could quite possibly be derailed given the rapidly changing landscape of variants. We request that the Metropolitan Council act in our collective best interest in the TIP, not just follow the letter of rigid past plans. Our communities' futures rely on smart and responsive governing, and on having the courage to admit where our governments and society have made mistakes in the past.	l Email;#Lett	ter The TIP is a reflection of projects selected under the plans and policies in place a For instance, the measures and scoring used in the Regional Solicitation closely reflected in Thrive MSP 2040 and the 2040 Transportation Policy Plan. This syste some way contributing towards accomplishing the region's adopted outcomes a system designed to change quickly under rapidly changing conditions. It is a lor takes time to gain consensus and agree upon values, outcomes and actions for t beginning the process of creating its 2050 regional vision and system plans whic updated plans will then begin a new cycle of informing transportation investme goals of the updated plans. During the interim cycles there are smaller plan upo changes to the regional investment values, measures and selection processes.
142.0 Yin Liu		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree w transit, travel demand management, biking, and walking projects. The Transpor a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra modernization, and service expansion projects. While the TIP generally does no pedestrian projects, the TAB invests in bicycle and pedestrian projects through 1 funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossi projects outweighs the funding; however, especially given the increases in the r recent decades. Most bike and pedestrian projects are locally initiated and loca work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dem identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional effort Regional Solicitation and to encourage local governments and transit providers projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development gi Transportation Policy Plan. Funding structures are likely to be revisited in more process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.
142.1 Yin Liu		Highways, greenhouse gas emissions and racial an	Ind e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I think that the construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.	Email	The largest outlay of highway funding in the draft TIP is for preservation of road infrastructure. The Councils is currently working on several studies related to er reduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation fundin growing population and economy. Local cities, counties, region, MnDOT, the M States Department of Transportation all play a part in funding these projects an number of benefits beyond congestion relief, including improving safety, freight and job accessibility. Instead of prohibiting highway expansion projects, the 204 investment principles for highway mobility projects so that they are multimodal coordinated with other planned projects, utilize a lower-cost/high return-on-inv environmental impacts. This approach results in projects like price managed lar transit can use the lane free of charge instead of new general-purpose freeway this multimodal emphasis equates to new trails, pedestrian bridges, transit adva crossings that are built as part of expansion projects. The TPP lays out that pro- approach that considers investments in the following order when a mobility issu management; traffic management technologies; lower cost-high benefit spot m then finally strategic capacity enhancements.
142.2 Yin Liu		Transit electrification	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality,	Thus, I strongly support the Met Council and Metro Transit's effort to transition it's dirty diesel bus fleet to clean, full battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality.	Email	Metro Transit will be completing a Zero Emission Bus Transition Plan in accorda Transportation Bill and submitting to the Legislature no later than February 15, will identify guiding principles and policies to frame the transition effort, establi our service, fleet and facilities to inform capital and operations budget planning improvements in the coming years. Metro Transit is also continuing to expand it the next 10 years, creating a regional integrated network of reliable, frequent a high quality options for travel on transit rather than in single occupant vehicles. the trips made on the METRO network will be on an electric transit fleet.

lace at the time funding is made available. sely aligns with the outcomes and values system assures that projects are all in mes and goals. Unfortunately, this is not a a long term participatory process that s for the region. The Council is currently which will be adopted in 2024. These stments that align with the outcomes and n updates that can result in incremental ses.

e with and support expanded funding for sportation Improvement Program includes e Extension, Blue Line Extension, Gold n transit bus replacements, s not include locally funded bicycle and ugh the Regional Solicitation. In 2020, TAB s. In addition, roadway projects often rossings. The needs for these types of he number of people biking and walking in locally funded, but the Council has done e transit, bicycle, and pedestrian planning. has subsequently updated and improved l locations that should be addressed. The gies for eliminating pedestrian fatalities demand management study that will help the peak period, particularly emphasizing forts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and nt guide update and the 2050 ore depth as part of the regional visioning stay involved in the discussion as the

roads, bridges, and other highway to emissions and will develop strategies to

unding and help address the needs of a he Minnesota Legislature, and the United its and do so because these projects have a reight movements, economic development, he 2040 Transportation Policy Plan lays out nodal, use existing right-of-way, are on-investment approach, and reduce ed lanes where carpoolers and public eway lanes. On arterial roadway projects, t advantages, and safer multimodal it project sponsors consider a tiered ty issue is identified: travel demand bot mobility projects; priced managed lane;

ordance with the FY22 State 15, 2022. During this effort, Metro Transit tablish goals and milestones, and assess ning, fleet procurements and facility and its METRO network of transitways over ent all day transit services that will provide cles. When fully complete, a majority of

Commenter Commenter Name Number	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
143.0 Randy Nies		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	I strongly support the \$2.2 billion on Transit/Travel Demand Management and approximately \$84 million on Bike/Pedestrian-only projects. These projects should be prioritized and expanded.	Sierra Club	The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Externa Line, Rush Line, and B, E, and F lines. There is also a substantial investment in trans modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through the funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossing projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans. The Council created a Regional Bicycle Transportation Network in 2014 and has so the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the p other modes like transit, biking, and walking. The intent of these regional efforts is Regional Solicitation and to encourage local governments and transit providers to projects in their investments, since they are the primary implementers of these to investment needs analyses will feed into the 2050 metropolitan development gui Transportation Policy Plan. Funding structures are likely to be revisited in more do process. The Council and Transportation Advisory Board encourages you to stay in region continues to discuss regional transportation investment priorities.
143.1 Randy Nies		Highways, greenhouse gas emissions and racial an	nd e Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	I have concerns about the \$2 billion for Highways/Roads. Maintaining our region?s bridges and roads is critical, but expanding highways that induce traffic and emissions is the wrong direction . As the Met Council develops its own Climate Action Plan, it should prioritize projects that reduce greenhouse gas emissions and promote racial and economic equity. The TIP must not only acknowledge climate change but act on it. The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. To make reparations for these injustices, the Met Council and the TIP should assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions.		The largest outlay of highway funding in the draft TIP is for preservation of roads, infrastructure. The Councils is currently working on several studies related to emireduce emissions as part of these efforts. Highway expansion projects are a small portion of overall transportation funding growing population and economy. Local cities, counties, region, MnDOT, the Min States Department of Transportation all play a part in funding these projects and number of benefits beyond congestion relief, including improving safety, freight n and job accessibility. Instead of prohibiting highway expansion projects, the 2040 investment principles for highway mobility projects so that they are multimodal, to coordinated with other planned projects, utilize a lower-cost/high return-on-invee environmental impacts. This approach results in projects like price managed lane transit can use the lane free of charge instead of new general-purpose freeway la this multimodal emphasis equates to new trails, pedestrian bridges, transit advan crossings that are built as part of expansion projects. The TPP lays out that proje approach that considers investments in the following order when a mobility issue management; traffic management technologies; lower cost-high benefit spot mole then finally strategic capacity enhancements.
143.2 Randy Nies		Transit electrification and VMT reduction	Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality. Reduc Vehicle Miles Traveled by investing more in transit and BRT.	I strongly support the Met Council and Metro Transit?s effort to transition it?s dirty diesel bus fleet to clean, full ce battery electric. The TIP should prioritize deployment of electric buses in areas of poor air quality. The Met Council and the TIP must prioritize reducing Vehicle Miles Traveled (VMT) and invest more in transit, especially arterial and highway Bus Rapid Transit.	Sierra Club	Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance Transportation Bill and submitting to the Legislature no later than February 15, 20 will identify guiding principles and policies to frame the transition effort, establish our service, fleet and facilities to inform capital and operations budget planning, f improvements in the coming years. Metro Transit is also continuing to expand its the next 10 years, creating a regional integrated network of reliable, frequent all high quality options for travel on transit rather than in single occupant vehicles. W the trips made on the METRO network will be on an electric transit fleet. The Metropolitan Council and the Transportation Advisory Board (TAB) agree with transit, travel demand management, biking, and walking projects. The Transporta a robust investment in transit that will support the building of the Green Line Extec Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tran- modernization, and service expansion projects. While the TIP generally does not i pedestrian projects, the TAB invests in bicycle and pedestrian projects through th funded all pedestrian applications and 11 multi-use trail and bicycle projects. In a include multimodal improvements like new sidewalks, trails, or enhanced crossing projects outweighs the funding; however, especially given the increases in the nu recent decades. Most bike and pedestrian projects are locally initiated and locally work or is doing work to encourage local governments to do more proactive trans The Council created a Regional Bicycle Transportation Network in 2014 and has set the network. The Council also studied bicycle system barriers and prioritized local Council is currently leading a pedestrian safety action plan to identify strategies for and serious injuries in the region. And the Council is just beginning a travel demar identify ways to encourage travel that is not single-occupant vehicles during the pother modes like transit, biking, and walking.

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not include locally funded bicycle and ugh the Regional Solicitation. In 2020, TAB s. In addition, roadway projects often ossings. The needs for these types of he number of people biking and walking in ocally funded, but the Council has done transit, bicycle, and pedestrian planning. has subsequently updated and improved l locations that should be addressed. The gies for eliminating pedestrian fatalities lemand management study that will help the peak period, particularly emphasizing forts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and t guide update and the 2050 ore depth as part of the regional visioning stay involved in the discussion as the

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ordance with the FY22 State 15, 2022. During this effort, Metro Transit cablish goals and milestones, and assess ning, fleet procurements and facility nd its METRO network of transitways over nt all day transit services that will provide cles. When fully complete, a majority of

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mmenter Commenter Name Imber	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
143.3 Randy Nies		Electric vehicle charging infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.	The Met Council and the TIP should prioritize investments in electric vehicle charging infrastructure and closely coordinate with city, county, and MnDOT to support quicker adoption of EVs. The EV Spot Network (formerly the Twin Cities Electric Vehicle Mobility Network) should be expanded to create a network of charging hubs throughout the region and make EVs publicly available through car-sharing services.	Sierra Club	The electrification of the transportation system is an important strategy that ca mitigating climate change and improve public health. Metro Transit has made s its fleet and is currently developing a zero emission bus transition plan. We are technical background and strategies that we, with our partners, can undertake vehicles. We look forward to the results of this project and future work in this a
144.0 Julia Curran		Greenhouse gas emissions reduction	on pace to avoid catastrophic instability in our climate. Changes now will be less expensive and dramatic then waiting. Adapt for new climate. Measure pollutants from internal combustion engine and electric vehicles when assessing decisions. Rework plan to be	•		The Metropolitan Council and the Transportation Advisory Board acknowledge t mitigating climate change for the benefit of all residents of our region and our p traditionally underrepresented with the least ability to adapt to a changing clim transportation sector is a leading contributor to climate change in Minnesota ar undertaking several efforts to advance climate mitigation including: an internal now underway; a study that will provide technical background and evaluate pot adoption of electric vehicles; investments in transit electrification and the devel transition plan; a regional travel demand management study that will review be and hold on to as many telecommuting gains made during COVID-19 as possible climate change measures study that will prepare us to more directly consider cli infrastructure investments and policy direction. We are also working toward a n guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. T documents will provide opportunities for additional public input and technical a policy and investments to support climate mitigation. The Metropolitan Council and the Transportation Advisory Board (TAB) agree wi transit, travel demand management, biking, and walking projects. The Transpor a robust investment in transit that will support the building of the Green Line Ex Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through t funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossis projects outweighs the funding; however, especially given the increases in the n recent decades. Most bike and pedestrian projects are locally initiated and local work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Net
144.1 Julia Curran		Moving people, not private vehicles	Walking, using wheelchairs, biking, and taking transit are not only environmentally sustainable, but fiscally responsible as well, requiring far fewer subsidies, increasing disability accessibility, improving racial equity, protecting public health (especially prenatal/infants and elderly) and helping repair communities split apart by drivers speeding down our streets. We need a transportation implementation plan that asks the right questions before applying for funding. We need to focus on moving people, not private vehicles.	 We know that walking, using wheelchairs, biking, and taking transit are not only environmentally sustainable, but fiscally responsible as well, requiring far fewer subsidies, increasing disability accessibility, improving racial equity, protecting public health (especially prenatal/infants and elderly) and helping repair communities split apart by drivers speeding down our streets. ADA ramps are not enough, when any grade change creates trip hazards and when traffic signals are actuated with buttons inaccessible in winter, and timed to prioritize vehicle traffic rather than people. Real transportation infrastructure means making sure all Minnesotans can visit our state parks and travel to see family around the state even if their disability or income or age preclude driving. We need a transportation implementation plan that asks the right questions before applying for funding. We need to focus on moving people, not private vehicles. We need to protect our seniors as they age, so that a license is not the only route they can imagine to maintaining their independence to get around. We need transportation infrastructure that allows children to walk and bike to school. We need infrastructure so that people struggling with alcoholism have other ways to move around their communities. Please come back to us with a plan that is in line with climate science, racial equity, fiscal responsibility, and public health. 		The Metropolitan Council and the Transportation Advisory Board (TAB) agree w transit, travel demand management, biking, and walking projects. The Transpor a robust investment in transit that will support the building of the Green Line Ex- Line, Rush Line, and B, E, and F lines. There is also a substantial investment in tra- modernization, and service expansion projects. While the TIP generally does no pedestrian projects, the TAB invests in bicycle and pedestrian projects through i funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced crossi projects outweighs the funding; however, especially given the increases in the r recent decades. Most bike and pedestrian projects are locally initiated and loca work or is doing work to encourage local governments to do more proactive tra The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized loc Council is currently leading a pedestrian safety action plan to identify strategies and serious injuries in the region. And the Council is just beginning a travel dem identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional effort Regional Solicitation and to encourage local governments and transit providers projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development g Transportation Policy Plan. Funding structures are likely to be revisited in more process. The Council and Transportation Advisory Board encourages you to stay region continues to discuss regional transportation investment priorities.

t can help us make large progress in de significant investments in electrifying are in the midst of a study to provide ake to accelerate the adoption of electric nis area.

edge the urgency and importance of our planet, but especially those a climate. We acknowledge the ota and in the United States. We are ernally focused climate action plan that is e potential strategies to accelerate the development of a zero emission bus ew best practices to update our strategies ssible; and a regional transportation and der climate change as we evaluate rd a new 2050 metropolitan development 24. The development of these guiding ical analysis that can lead to additional

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n transit bus replacements, s not include locally funded bicycle and ugh the Regional Solicitation. In 2020, TAB s. In addition, roadway projects often rossings. The needs for these types of he number of people biking and walking in locally funded, but the Council has done e transit, bicycle, and pedestrian planning. has subsequently updated and improved d locations that should be addressed. The gies for eliminating pedestrian fatalities demand management study that will help the peak period, particularly emphasizing forts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and nt guide update and the 2050 ore depth as part of the regional visioning stay involved in the discussion as the

nenter Commenter Name Organization	Comment Topic	Comment Summary	Full Comment So	irce	Response
144.2 Julia Curran	Infrastructure for sustainable transportation		Infrastructure for sustainable transportation (walking, using wheelchairs, biking, and taking transit) by its nature necessitates a reduction in VMT, in physical space allocated to energy-intensive individual-only modes, and in the speeds of cars. Simply adding sidewalks adjacent to streets where drivers go 30+MPH is not enough in Minnesota, where increasing freeze/thaw cycles means our sidewalks (never designed to drain, and unmaintained by any responsible entity through the winter) are often treacherous and dangerous. Real infrastructure looks to solve the engineering problem with the least energy and fewest resources needed, with an eye to future repairs, saving taxpayers money rather than subsidizing the increasingly and unnecessarily large vehicles damaging our roadways and killing our neighbors. Please come back to us with a plan that is in line with climate science, racial equity, fiscal responsibility, and public health.		The Metropolitan Council and the Transportation Advisory Board (TAB) agree w transit, travel demand management, biking, and walking projects. The Transport a robust investment in transit that will support the building of the Green Line E Line, Rush Line, and B, E, and F lines. There is also a substantial investment in the modernization, and service expansion projects. While the TIP generally does not pedestrian projects, the TAB invests in bicycle and pedestrian projects through funded all pedestrian applications and 11 multi-use trail and bicycle projects. In include multimodal improvements like new sidewalks, trails, or enhanced cross projects outweighs the funding; however, especially given the increases in the recent decades. Most bike and pedestrian projects are locally initiated and loca work or is doing work to encourage local governments to do more proactive the The Council created a Regional Bicycle Transportation Network in 2014 and has the network. The Council also studied bicycle system barriers and prioritized lo Council is currently leading a pedestrian safety action plan to identify strategie and serious injuries in the region. And the Council is just beginning a travel den identify ways to encourage travel that is not single-occupant vehicles during the other modes like transit, biking, and walking. The intent of these regional effor Regional Solicitation and to encourage local governments and transit providers projects in their investments, since they are the primary implementers of these investment needs analyses will feed into the 2050 metropolitan development g Transportation Policy Plan. Funding structures are likely to be revisited in more process. The Council and Transportation Advisory Board encourages you to star region continues to discuss regional transportation investment priorities.
144.3 Julia Curran	Highways and structural racism	We need to remove highways from cities, returning this space to our communities as part of righting historic wrongs. We need a transportation network that does not continue to perpetuate violent structural racism by prioritizing car-movement over human lives.	We need to remove highways from cities, returning this space to our communities as part of righting historic wrongs. Em We need a transportation network that does not continue to perpetuate violent structural racism by prioritizing car- movement over human lives.	ail	Comment acknowledged. There are several ongoing efforts, including the Rond are trying to better connect neighborhoods cut off from past freeway developm
145.0 Anna Johnson Janiece Wat Fresh Energy	Reporting metrics		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. Also intertwined with transportation is racial equity and public health. There is a well-known history of racial discrimination in the placement and buildout of highways and other infrastructure within communities of color, particularly Black communities. 3 Also well-documented are the health impacts from our traditional, fossil-fuel based transportation system, such as the harm caused by breathing the fumes from fossil fuel-powered vehicles4 or health risks from enduring high temperatures due to the "heat island" effect caused by a buildout of pavement without sufficient green space.5 Harm from air pollution can also occur at levels below federal limits 6, or from pollutants that don't have federal or state limits attached.7 The TIP is guided by the baseline requirements of the Federal Transportation Conformity Rule, as well as the Met Council-developed goals set forth in the Transportation Policy Plan (TPP) and Thrive MSP 2040. While the TPP and Thrive 2040 Plan include goals related to climate change mitigation, equity, environmental health, sustainability, livability, and more, the TIP does not indicate how the list of \$5.1 billion in transportation projects fits into the long-term plan of achieving those goals. Fresh Energy recommends that the TIP includes a broad scale assessment of how the suite of projects will contribute to or detract from achieving the region's goals, or at the very least acknowledge the relationship between transportation and climate, social equity, and public health. There is a responsibility in	ail;#Letter	r – The Metropolitan Council and the Transportation Advisory Board acknowledg mitigating climate change for the benefit of all residents of our region and our p traditionally underrepresented with the least ability to adapt to a changing clim transportation sector is a leading contributor to climate change in Minnesota au undertaking several efforts to advance climate mitigation including: an internal now underway; a study that will provide technical background and evaluate poi adoption of electric vehicles; investments in transit electrification and the deve transition plan; a regional travel demand management study that will review be and hold on to as many telecommuting gains made during COVID-19 as possible climate change measures study that will prepare us to more directly consider cl infrastructure investments and policy direction. We are also working toward a n guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. T documents will provide opportunities for additional public input and technical a policy and investments to support climate mitigation.
			naming the interlocking harms of racial oppression and the climate change emergency in a transportation plan such as the TIP. The TIP should seek to address these impacts, as well as the impacts from the COVID-19 pandemic that has greatly impacted the health and safety of riders and operators of transitways.		

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s not include locally funded bicycle and ugh the Regional Solicitation. In 2020, TAB s. In addition, roadway projects often rossings. The needs for these types of he number of people biking and walking in locally funded, but the Council has done e transit, bicycle, and pedestrian planning. has subsequently updated and improved d locations that should be addressed. The gies for eliminating pedestrian fatalities demand management study that will help g the peak period, particularly emphasizing forts is to help identify needs for the ers to plan for and prioritize these ese types of projects. These studies and nt guide update and the 2050 ore depth as part of the regional visioning stay involved in the discussion as the

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ommenter umber	Commenter Name	Organization	Comment Topic	Comment Summary	Full Com
	L Anna Johnson Janiece W	/atFresh Energy	Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	Fresh Ene Program solutions that bene
					Fresh Ene for this D dedicatio infrastruc the TIP, ir
					CONCLUS continued quality as
					order to a projects i those tha
					transport ethnicity, roads bef infrastruc
145.2	2 Anna Johnson Janiece W	/atFresh Energy	Public participation	Public Participation should be more inclusive	While Fre an easy o page doct not suffic
					transport We ask th communi
					Advisory Departme their upd
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					quality as order to a projects i
					those tha transport ethnicity,
					roads bef infrastruc
145.3	8 Anna Johnson Janiece W	/atFresh Energy	Highway funding	Highway Funding should be focused on maintenance and safety, not expansion	Similar to maintena expand hi
					projects t broadly a
					Past high disenfran continue
					Transport inequities emissions
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					quality as order to a projects i
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Source Response

nergy appreciates the opportunity to comment on the Draft 2022 – 2025 Transportation Improvement m (hereby "Draft TIP"). For nearly 30 years, Fresh Energy has been working to shape and drive bold policy ns to achieve equitable carbon-neutral economies and build towards a just, prosperous, and resilient future nefits all.

nergy applauds the Metropolitan Council ("Council") for dedicating more funds to bike and pedestrian projects Draft TIP as compared to the 2021 TIP – an increase of roughly 45%, from \$84 million to \$122 million. The tion of \$2.64 billion for transit is also welcomed.1 Especially noted and supported is the inclusion of electric bus ucture within four of the proposed projects to be funded.2 What follows is a discussion of other elements of including the public participation process and goals.

USION: The lifespan and impacts of transportation investments made today will last for decades. The led reliance on a fossil-fuel based transportation system perpetuates ongoing harm to the climate and air as well to those communities burdened by transportation pollution due to past discriminatory decisions. In to achieve the goals put forth in Thrive 2040, the Metropolitan Council should assess the list of transportation ts included in TIP through the lenses of racial and economic equity and greenhouse gas emissions, and prioritize hat promote equity and reduce emissions; create a more inclusive public participation process in all prtation decision making; invest more in transit and driving alternatives that are accessible regardless of race, ty, language spoken, physical ability, gender, or economic status; maintain and repair existing bridges and before expanding highways; and work with other government agencies to build public electric vehicle charging ucture; and. Thank you for your consideration.

Email;#Letter The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.

Fresh Energy appreciates the opportunity for public comment, the process of engaging with the Draft TIP is not Email;#Letter Outreach and engagement at the Met Council has room for improvement. From developing more understandable one. The mechanics of federal funding are obscure and esoteric to the average resident and combing a 100+plans, programs and presentations, to the work we do to meet people where they are at. ocument is time intensive and an easy deterrent for public review. Additionally, holding on public meetings is ficient to gather adequate and representative feedback from the communities who will be impacted by these This year, the Council formed an outreach and engagement community of practice to set our values and improve our methods. The following are the values described from our first meeting earlier in 2020. We value: ortation projects.

the Council to consider how else the public might be better engaged and to design other methods of unity engagement and participation, both for the TIP as well as the Transportation Policy Plan, Transportation ry Board, and other Council activities and decisions. Examples might be gleaned from the Minnesota ment of Transportation (MnDOT), who have crafted a creative method to gain more inclusive feedback for pdate to the Statewide Multimodal Transportation Plan, i.e. an interactive website with comic-book graphics sy comprehension (https://www.minnesotago.org/stories/).

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to last year, a significant amount of federal funds are allotted for highways and roads. Projects such as nance of our bridges and existing roads to ensure Minnesotans' safety is critical. However, projects that highways and encourage driving is the wrong investment for Minnesota. Instead, priority should be given to s that reduce greenhouse gas emissions and promote racial and economic equity in Minnesota by promoting accessible transit and expanding electric vehicle charging infrastructure.

ghway construction in Minnesota has caused displacement, loss of wealth, and community anchisement, primarily for Minnesotans who are Black, Indigenous, and people of color; these impacts ue to be felt today. To avoid repeating these injustices, Fresh Energy encourages the Council to, within the ortation Improvement Program itself, provide an assessment of how each project will impact existing racial es, economic inequities, and greenhouse emissions, and to prioritize projects that promote equity and reduce ns (see Section I above).

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- Targeted engagement that builds on existing relationships
- Reaching people who represent the rich and varied personal histories of people across the region • The time and expertise of the people we're asking for input and that they should benefit equally from the
- engagement, less 'take from you' and 'do to you' • Clarity and transparency in how we collect feedback and how that feedback will be used
- Quality of the feedback more than the quantity of feedback
- Questions that get to a real understanding of how people think and feel about the work we do, channeling negative feedback into constructive conversations
- Creating understanding by helping people see themselves in the policies and the work we do
- Connections across all divisions and demonstrating how the work intersects to create regional value
- Sharing information back with those who have shared with us

The Council is also revising our transportation public participation plan. The six-month process will include these values, outreach to other Metropolitan Planning Organizations, existing partners, and potential partners that may have not been represented in previous plans. The plan will include an ongoing evaluation of how we are doing on public participation.

Email;#Letter The largest outlay of highway funding in the draft TIP is for preservation of roads, bridges, and other highway infrastructure. The Councils is currently working on several studies related to emissions and will develop strategies to reduce emissions as part of these efforts

ommenter Commenter Name lumber	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
145.4 Anna Johnson Janiece W	Vat Fresh Energy	Electric vehicle charging	Electric vehicle charging beyond buses should be included in the TIP. Coordinate with other agencies to prepare for federal funding. Fossil-fuel based transportation continues climate and air quality harm to underrepresented communities. To achieve THRIVE goals, assess TIP projects through a climate justice lens. Transportation decision making should be more inclusive. Invest more in alternatives to driving that are equitable. Maintain existing highways before expanding.	While Fresh Energy supports funds going to electric bus infrastructure, we reiterate our comments from last year that additional public and private charging infrastructure projects should be included in the Draft TIP. Given the rapid electrification of our on-road vehicles expected over the next decade, the Council should begin planning for charging infrastructure for other fleets beyond buses, including freight and state/regional/local government fleets, as well as for the general public. We encourage the Council to coordinate with other state and local agencies on this effort, particularly as additional federal funding to build out public electric vehicle charging infrastructure gets closer to realization.		er The electrification of the transportation system is an important strategy that can mitigating climate change and improve public health. Metro Transit has made si its fleet and is currently developing a zero emission bus transition plan. We are i technical background and strategies that we, with our partners, can undertake vehicles. We look forward to the results of this project and future work in this a
146.0 Scott Schulte	Anoka County Board of Commissioners	Funding for roadway improvements	The TIP program must emphasize the need to maintain or increase the amount of funding for roadway improvements in the region.	 Anoka County welcomes this opportunity to comment on the Draft 2022 – 2025 Transportation Improvement Program (TIP). As you know, surface transportation policies at the regional and state level have a direct impact on the growth and economic vitality of Anoka County, as well as our citizen's overall quality of life. Our comment regarding the TIP is that the program must emphasize the need to maintain or increase the amount of funding for roadway improvements in the region. This is evidenced by the number of grant submittals for the Regional Solicitation for Federal Funds (Surface Transportation Program or STP), which occurs every two years. Most recently, and historically, the funding requests for roadway improvements (i.e., roadway reconstruction/modernization, strategic capacity, spot mobility, bridges, etc.) has far outstripped the funding allotted by the Met Council for these projects. The high demand for roadway funding has been further impacted as the amount of funding allocated to highway and road projects in recent TIPs has been trending downward. Figure 4 of the Draft TIP reveals that the percentage of funding for Highway/Road projects now stands at 40.4 percent; this represents a decrease from the 2021 and 2020 TIPs, which included funding for Highway/ Road projects at 42.6 and 44.3 percent, respectively. As construction costs continue to rise and our roadways continue to age, we strongly encourage the Met Council to maintain, or even increase, funding for the maintenance and improvement of our region's highways and roadways. The 2020 Regional Solicitation saw a decrease in the funding ranges for the Roadway and Bicycle/Pedestrian categories, to provide additional funding for transit. While transit is an important element in our transportation network, funding Roadway projects at or above current levels must continue in order to keep our roadways safe, address congestion issues, and improve the efficiency of the highway system. Again, thank you for the oppo		er Comment acknowledged. Agree that more roadway funding is needed to fill the identified in the region's 2040 Transportation Policy Program (TPP) and in MnDC Investment Plan (MnSHIP).
147.0 Pat Thompson		Highway 280/Broadway Street Intersection	The \$450k allocated to this project to increase safety would be better spent elsewhere.	The \$450k allocated to this project to increase safety would be better spent elsewhere.	Public hear	ing MnDOT has indicated that further public input will be gathered regarding any po Highway 280 and Broadway St NE. As a result, if the project still occurs, it will be pavement project on Highway 280. The removal of the project from the TIP will amendment or as part of the next draft TIP (2023-2026) in order to give the proj

50k allocated to this project to increase safety would be better spent elsewhere. 50k allocated to this project to increase safety would be better spent elsewhere. Fublic hearing MnDOT has indicated that further public input will be gathered regarding any potential intersection changes at Highway 280 and Broadway St NE. As a result, if the project still occurs, it will be delayed until 2027 to coincide with pavement project on Highway 280. The removal of the project from the TIP will be reflected either as a future TIP amendment or as part of the next draft TIP (2023-2026) in order to give the project sponsor time to reallocate this funding to another project. The speed limit on Highway 280 will remain the same for now, but will be reassessed prior to the pavement project in 2027.

t can help us make large progress in ade significant investments in electrifying are in the midst of a study to provide take to accelerate the adoption of electric his area. ill the documented unmet need as InDOT's Minnesota State Highway ny potential intersection changes at will be delayed until 2027 to coincide with a P will be reflected either as a future TIP