

Commenter Number	Commenter Name	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.	<p>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.</p> <p>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</p> <p>From: Bill Clancy Sent: Thursday, June 11, 2020 3:24 PM To: 'mike.slavik@co.dakota.mn.us' &lt;mike.slavik@co.dakota.mn.us&gt; Subject: Dakota County Rd Safety Issue- Eureka Township</p> <p>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.</p> <p>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.</p> <p>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:</p> <p>a- Difficulty for the southbound vehicle to turn left / east onto 250th Street.</p>	Email	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.
2.0	Guthrie Byard	Metropolitan Council	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.	Hello—Page 31 states "Public agency sponsors 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 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	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 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.	<p>I have been stuck between a rock and a hard place, since you determined that you thought it a wonderful idea to shut down transportation by cutting off the express lines to the suburban areas. I have been limited at best to a 5 mile radius to where I live between the mall of america and southdale because there are no busses that go to the southwest areas of bloomington and the busses that did when they were running got shut down, because they were express lines.</p> <p>Last that I heard they were not going to start up till September and the Orange line in the middle of winter thanks to the lunacy of the Metro Council. There needs to be more members that are on the council that understand the need for transportation, that IS NOT based on the driving populus, because it seems you all base busses on ridership, but the irony is that nobody will ride the busses when they don't serve the areas that have the low ridership, because we all know that people know that the service to Bloomingtin, Burnsville and every area that has the ESSENTIAL jobs have been shut down to access because you cut the legs off the dragon when you stopped the express lines, so how do you even expect to get ridership when people already know that the ridership IS NOT BASED ON THOSE THAT DAILY TAKE THE BUS, it's based on those that have been stranded to the suburbs because you shut down the express lines and have either been taking Lyft, UBER or taxis because you cut the legs off the dragon.</p> <p>IF you want to accurately get the idea of ridership, talk to those who HAVE TO TAKE THE BUS those who can't drive because of disabilities and age related issues/ You have geared 99% of metro transit of going downtown to the suburbs, but the reverse commute getting from the city to the suburbs has always stank. Because you do not get the feedback of those who need the busses to go where the jobs are and where the CAR does not apply to their situation.</p> <p>It's ironic, you talk about being a green state, but you still base the bus lines off of cars, park and rides, downtown parking passes, bike and rides. I have yet to see a bus system based on the person who has to walk, 5 miles from the Burnsville transit station to the job site because you don't service that, you can say the same about southwest Bloomington and even Eden Prairie because you have based you businesses off of those that are already driving to work.</p>	Email	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 share this comment with all transit providers and they may choose to reach out to you directly with more information.

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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.	<p>Hello! I would like to provide a comment regarding the proposed changes to Hwy 280 at Broadway St. NE in Lauderdale.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you!</p>	Email	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) 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.
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 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) 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.
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.	<p>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</p> <p>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.</p> <p>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 investing in improvements, including a Granary Road connection to 280.</p>	Email	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) 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.
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.	<p>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.</p> <p>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.</p>	Email	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) 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.
8.0	Jenifer Hager	City of Minneapolis	Copy edit	Correct "Dunwood" to "Dunwoody" on page A-10	<p>Hi Met Council Team,</p> <p>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.</p> <p>Thanks! Jeni</p> <p>•on page A-10: says "Dunwood" and should be "Dunwoody"</p> <p>Jenifer Hager   Director Transportation Planning &amp; Programming City of Minneapolis – Public Works   Public Service Building 505 4th Ave South Room 410 MN 55415</p>	Email	This will be reflected in the final 2022-2025 TIP.
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 process. MnDOT Metro District can help start that process.

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10.0	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.	<p>Hello, Met Council,</p> <p>Thank you for all the work you do. This email and the TIP meeting is my first direct interaction with the Met Council. I 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 the Met Council website, and found the public meeting and signed up. I was hoping to learn more about an overview of TIP and then possibly public comment. In the meeting, there was a very general overview, but I didn't have anything to comment on from that overview.</p> <p>Over the last hour or so, I've dove into the TIP document, and found a document that explained goals and vision, and then very specific coded projects set up in a budgeting format. I started to look specifically at the projects in the most recent areas I've lived, Eden Prairie (current) and St Louis Park (2018-2020).</p> <p>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. 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. 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 on because the level of detail doesn't go down far enough where comments on specific projects can be made.</p> <p>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 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 transit that's being funded.</p> <p>SPECIFIC Questions on the TIP MEETING  <ul style="list-style-type: none"> <li>•What kind of feedback were you looking for with this meeting?</li> </ul> </p>	Email	<p>Outreach goals</p> <ul style="list-style-type: none"> <li>• Confirm stakeholders' understanding of our region, the regional transportation system and the role of the Council in that system.</li> <li>• Verify a shared understanding of the challenges and opportunities facing the regional transportation system and the changes we need to meet future transportation needs.</li> <li>• Gather feedback, information about impact, and other community knowledge related to regional transportation projects.</li> </ul> <p>Outreach audience</p> <ul style="list-style-type: none"> <li>• Those directly and indirectly impacted by planned transportation projects – residents, commuters, business owners, community organizations, advocacy organizations</li> <li>• Project sponsors – Transit providers; township, city or county government; park districts; MnDOT.</li> <li>• Metropolitan Council – Transportation Advisory Board, TAB Technical Advisory Committee, Council Members</li> </ul> <p>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 the Transportation Planning and Programming Guide for an overview of our planning processes. <a href="https://metrocouncil.org/Transportation/Publications-And-Resources/Planning/MISCELLANEOUS-DOCUMENTS/Transportation-Planning-and-Programming-Guide-2020.aspx">https://metrocouncil.org/Transportation/Publications-And-Resources/Planning/MISCELLANEOUS-DOCUMENTS/Transportation-Planning-and-Programming-Guide-2020.aspx</a></p> <p>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.</p> <p>Along with the Minnesota Department of Transportation, local governments and agencies do the work of building out</p>
11.0	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.	<p>Page 16 – insert text  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</p>	Email	(no response required)
12.0	Lyndon Robjent	Carver County	Letter of support	Carver County supports TAB approval of the 2022-25 Transportation Improvement Program	<p>Dear Chair Hovland,</p> <p>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).</p> <p>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.</p> <p>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 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.</p> <p>The County supports the approval of the Draft 2022-25 TIP in accordance with and as a continuation of the federally designated transportation planning process.</p>	Email	Comment acknowledged. Thank you for your support of the draft TIP and for your involvement in the MPO processes.

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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.	<p>The Minnesota Association of Railroad Passengers (MinnARP) respectfully submits the following comments specifically relating to Northstar service.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 by half-day travelers.</p> <p>When the Covid pandemic appeared, the single use of Northstar (daily commutation to the Minneapolis CBD)</p>	Email	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.
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 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.
14.1	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 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.
15.0	Catherine Fleming		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.	<p>You asked for Comments on the proposed Transportation Plan so:</p> <p>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 I94 (east and west) FROM WEST BROADWAY AVE N.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 transit...isn't that the whole idea of light rail??</p>	Email	There are several planning efforts underway in this area including finalizing a the 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.
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?	<p>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:</p> <p>These projects will:</p> <ul style="list-style-type: none"> <li>•Build better roads that improve safety and include all forms of transportation</li> <li>•Improve highways, bridges and interchanges that enhance traffic flow and improve local access</li> <li>•Invest in transit to create a stronger system that supports our growing region and better serves everyone</li> <li>•Create community connections by developing and improving bikeways and walkways</li> </ul> <p>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.</p> <p>Lots more to discuss, but let's start with Met Council's vision on execution and implementation.</p>	Email	Local governments (including parks agencies) and MnDOT are generally the implementer's 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 region uses a technically driven scoring system to select the projects that best meet regional transportation goals and objectives.

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17.0	David Frenkel		Accessibility	Many non-vehicle facilities are not Americans with Disabilities Act compliant despite decades of requests for improvements. Specific example of concern.	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.	Email	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.
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-----  This is a big NO to a higher speed limit.	Email	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) 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.
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.	We seriously oppose the planned removal of the signal light at Broadway and Highway 280, and we particularly oppose the proposed speed limit increase to 70 miles per hour. Entries and exits from Highway 280, despite needed improvements, over the years, suffers from a number of changes both technical and social, that can create almost instantly developing sudden stops or merge problems that will be drastically aggravated by the proposed speed increase. Social endangerments: Over the years, a number of social and economic factors have affected driver safety in our community. Driver's education is no longer taught as an inexpensive option in high schools, resulting in a younger population who likely have never been taught defensive driving techniques. The younger cohort also tends to be more distracted by music and cell phone interruptions, and is more likely to tailgate, to change lanes for short term advantage or mere impatience, to not yield to a merging car or truck. It is rare that these drivers leave adequate stopping space when following another vehicle, or at least an "out" lane. In addition, we have immigrants and foreign students holding International Driver's Licenses, whose driving habits may not conform to the current Minnesota Driving rules, and who may ALSO miss signage, or they are new to the neighborhood, and for example, may stop in a merge lane or a "does not stop" location like Highway 280's Northbound Como exit, placing themselves in danger of being rear ended. Similarly, they may stop in a merge lane, such as at Southbound from East Hennepin/Larpenteur. Aggressive Driving: COVID isolation, an exaggerated sense of self-importance; long commutes, and years-long construction projects, plus the usual teenage risky behavior, have resulted, in our experience, in a frightening number of hostile road interactions, denial of merge, on our city highways, and may be experienced many times daily on Highway 280 and its Access and egress points. In addition, a large cohort of aging drivers are suffering slower reflexes and increased "missed cues" that increase the chance that another car must rapidly avoid them whether at a merge or exit point. On Highway 280 Southbound, the multimodal freight yard exit at Kasota already requires dramatic slowing (and irritatingly noise and late-hour jake braking), creating extremely dangerous traffic speed differentials in lane exit and merge speeds; a similar situation can occur at the University avenue off-ramp.	Email	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) 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.
20.0	Peter Vickerman		Freeway expansion	Freeway expansions/extensions/conversions will only exacerbate auto emissions and congestion.	1.Any freeway expansions, freeway extensions and conversions to freeways will only exacerbate the negative impacts of automobile travel including: additional congestion from increased development in distant communities (induced demand) and CO2 emissions. If we are in a climate emergency there should be no more freeway expansions, freeway extensions or freeway conversions including MN 252 and U2 169 among others.	Email	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.
20.1	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 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.
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.	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.

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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 Minnesota, it's unconscionable to focus so much on improving interstate reliability. We are not on track to meet our pitiful 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.	Email	<p>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.</p> <p>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</p>
23.0	Sam Penders		Safety targets	We need a lower target for serious roadway injuries/deaths. 1000 per year is too high. Let's aim for zero and change our streets to achieve that.	We need a lower target for serious roadway injuries/deaths. 1000 per year is too high. Let's aim for zero and change our streets to achieve that.	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. 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° last week. Let's reduce single occupancy vehicle trips to 50% of trips instead of 75%.	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.
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 dramatic investment in transit, walking, biking, and rolling instead of highway funding.	Email	<p>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.</p> <p>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</p>

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24.0	Derek Eicholz		Emissions	Plan appears to make [emissions reduction] goals less aggressive than they already were.	<p>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 this plan actually makes the goals less aggressive than they already were, which is indefensible.</p> <p>During a summer where there are clear signs of climate change all around us, from droughts, to wildfires, to record highs killing people from heat exhaustion, to record hurricanes, this proposal continues the status quo and will continue to cause these problems to worsen and cost more lives.</p> <p>Cutting emissions from transportation is the most achievable change that can be made right now, and many people like myself want to be given that opportunity to actually be a part of that change. Let people have the chance to embrace their community around them instead of prioritizing the ability to speed through.</p>	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.
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 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.	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. 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.
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.	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 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.
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.	Email	<p>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.</p> <p>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.</p>
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. (Non-motorized fatalities/injuries = people not in cars.) <a href="https://safety.fhwa.dot.gov/hsip/spm/docs/spm_factsheet.pdf">https://safety.fhwa.dot.gov/hsip/spm/docs/spm_factsheet.pdf</a> 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)	Twitter	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.
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 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 to...75%. 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.	Twitter	<p>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.</p> <p>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.</p>

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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 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.
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 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.
27.1	Margaret Levin		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, 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.

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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 its 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 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 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
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 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.
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 TIP or in the 20-year Transportation Policy Plan (2040). The highway system is largely mature and only incremental changes are planned.
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 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	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.
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 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.

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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,	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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.</p>
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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>

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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 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.
31.1	Moraski Kathleen		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, 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.
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. 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 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 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

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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.	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 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.
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32.3	Paul Gregory		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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>
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,	<p>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.</p>	Sierra Club	<p>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.</p>

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33.1	Beth Minehart		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,	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.
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 its 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 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 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
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 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.

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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 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.
34.1	Amy Grace		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, 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.
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. 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 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 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

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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.	<p>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.</p> <p>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.</p>	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.
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 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.
35.1	Roxanne Friedenfels		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	<p>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.</p> <p>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.</p>

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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. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	<p>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 of poor air quality.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
35.3	Roxanne Friedenfels		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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>
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	<p>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.</p>

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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 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 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
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 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.

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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 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.
37.1	Anthony Thompson		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, 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.
37.2	Anthony Thompson		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 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 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

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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 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.
38.1	Derek Steele		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	<p>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.</p> <p>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.</p>

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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. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	<p>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 of poor air quality.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
38.3	Derek Steele		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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>
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,	<p>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.</p>	Sierra Club	<p>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.</p>

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39.1	Steve Wiley		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,	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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.</p>
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. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
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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 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.
40.1	Luis Olvera		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, 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.
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. 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 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 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

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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.	<p>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.</p> <p>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.</p>	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.
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 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.
41.1	Linda Maloney		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	<p>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.</p> <p>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.</p>

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41.2	Linda Maloney		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.	<p>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 of poor air quality.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
41.3	Linda Maloney		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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>
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,	<p>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.</p>	Sierra Club	<p>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.</p>

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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 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 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
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 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.

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43.0	Amy Hubbard		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 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.
43.1	Amy Hubbard		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, 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.
43.2	Amy Hubbard		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 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 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

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44.1	Jessica Richard		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	<p>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.</p> <p>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.</p>

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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. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	<p>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 of poor air quality.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>
45.0	Linda Nelssen		Transit expansion	Finish transit project Eden Prairie to downtown	<p>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!</p> <p>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!</p>	Sierra Club	<p>The Green Line Extension light rail project is currently under construction and the final opening date is still being determined.</p>
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,	<p>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.</p>	Sierra Club	<p>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.</p>

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45.2	Linda Nelssen		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, 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.
45.3	Linda Nelssen		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 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 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
45.4	Linda Nelssen		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.

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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 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.
46.1	Mary Hillesheim		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, 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.
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 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 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

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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.	<p>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.</p> <p>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.</p>	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.
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 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.
47.1	Michael Erickson		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	<p>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.</p> <p>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.</p>

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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. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	<p>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 of poor air quality.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
47.3	Michael Erickson		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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>
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	<p>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.</p>

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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, 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.
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 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 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
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 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.

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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 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.
49.1	Robert Seidel		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,	We have built an automobile-centered society that dooms our environment. Only the Merchants of Doubt [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. 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 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 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

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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.	<p>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.</p> <p>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.</p>	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.
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.	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 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.
50.1	Kristine Runyon		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,	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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.</p>

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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. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	<p>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 of poor air quality.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>
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 Minnesotans. Assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize 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 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	<p>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.</p> <p>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.</p>

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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 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.	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 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.
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.	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 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.
52.1	Joshua Houdek		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, 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.

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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. Reduce 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 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 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
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 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.
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 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.

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53.1	Richard Ottman		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,	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, 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.
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. Reduce 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 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 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
53.3	Richard Ottman		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.

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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 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.
54.1	Michael Bahr		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, 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 carpools 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.
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 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 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

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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 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.
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 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.
55.1	Kathy Steinhauer		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, 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.

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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 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 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
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 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.
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 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.

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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 its 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 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 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
56.3	Lawrence Bogolub		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.

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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 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.
57.1	Pam Martin		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, 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.
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 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 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

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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 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.
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58.2	Jennifer Krinke		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 its 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 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 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
58.3	Jennifer Krinke		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.
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 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.

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59.1	Charles Steffel		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,	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, 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.
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 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 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
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 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.

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60.0	Betsey Porter		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 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.
60.1	Betsey Porter		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, 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.
60.2	Betsey Porter		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 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 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

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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.	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.
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 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.
61.1	Barnett Press		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, 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.

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61.2	Barnett Press		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.	Save our planet. 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 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	<p>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.</p> <p>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</p>
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	<p>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.</p>
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	<p>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.</p>

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62.1	George Muellner		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,	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, 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.
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. Reduce 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 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 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
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 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.

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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 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.
63.1	Barb Thoman		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,	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.	Sierra Club	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.
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 its 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 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 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
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 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.

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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 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.
64.1	Nora Plesofsky		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, 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.
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, reduce 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 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 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 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

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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 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.
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 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.
65.1	Jennifer Cantine		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, 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.

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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. Reduce 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 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 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
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 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.
65.4	Jennifer Cantine		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	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 backbone of our community! Now is the time to make these changes.	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 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.

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66.0	Rebecca West		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 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.
66.1	Rebecca West		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, 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.
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. 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 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 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

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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 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.
67.1	Jean Greenwood		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, 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.

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67.2	Jean Greenwood		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 its 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	<p>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.</p> <p>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</p>
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	<p>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.</p>
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	<p>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.</p>

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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. Reduce 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 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 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
68.3	Wade Johnson		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.

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69.0	Lynda Pauling		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 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.
69.1	Lynda Pauling		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, 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.
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. 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 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 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

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69.3	Lynda Paulding		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.
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.	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 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.
70.1	Mark Neuman-Scott		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, 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.

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70.2	Mark Neuman-Scott		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 its 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 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 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
70.3	Mark Neuman-Scott		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.
71.0	Ian Radtke-Rosen		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 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.

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71.1	Ian Radtke-Rosen		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,	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, 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.
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. Reduce 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 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 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 Region 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
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 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.

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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 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.
72.1	Ann Koller		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, 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.
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. 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 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 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

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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 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.
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	<p>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.</p> <p>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</p>
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	<p>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.</p>

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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. Reduce 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 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 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
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.	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.

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75.0	Jessica Barber-Bauman		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 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.
75.1	Jessica Barber-Bauman		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, 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.
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. 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 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 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

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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 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.
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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. Reduce 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 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 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
76.3	Rosemary Harris		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.
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 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.

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77.1	Irene Bussjaeger		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,	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, 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.
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. Reduce 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 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 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
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 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.

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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 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.
78.1	Laurie Skelly		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, 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.
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. 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 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 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

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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 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.
78.4	Laurie Skelly		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.	Please convert buses to electric as soon as possible. These should run in neighborhoods with the poorest air quality. Also, I want my tax dollars 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 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 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.
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 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.
79.1	John Kniprath		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, 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.

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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	<p>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.</p>
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	<p>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.</p>

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80.1	Michael Chutich		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,	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, 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.
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. Reduce 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 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 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
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 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.

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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.	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 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.
81.1	Melissa Partin		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,	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.	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. 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.
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.	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 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.

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82.1	Vicki Smith		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,	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.	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.
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. Reduce 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 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 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
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 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.

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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 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.
83.1	Scott Dahlquist		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, 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.
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. 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 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 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

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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.	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.
83.4	Scott Dahlquist		Transit	Do not support decriminalization of transit fare evasion, should be consequences for not paying transit fare.	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 because fare revenue is a critical component of funding our transit 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.
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 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.
84.1	Daniel Bembenek		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, 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.

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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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
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 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.
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	<p>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.</p>

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85.1	RA Fuller		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, 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.
85.2	RA 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. 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 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 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
85.3	RA 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.	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.
85.4	RA Fuller		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,	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, 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.

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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 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.
86.1	Judy Gregg		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, 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.
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. 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 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 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

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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 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.
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 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.
87.1	Deborah Steinmetz		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, 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.

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87.2	Deborah Steinmetz		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 its 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 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 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
87.3	Deborah Steinmetz		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.
88.0	Christine Pikala		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 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.

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88.2	Christine Pikala		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 its 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 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 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
88.3	Christine Pikala		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.

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89.0	Deb Lily		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 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.
89.1	Deb Lily		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, 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.
89.2	Deb Lily		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 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 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

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90.0	Elizabeth Burr		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 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.
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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 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.

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91.1	Tommy Markley		Highways, greenhouse gas emissions and 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, 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.
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 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 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
91.3	Tommy Markley		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.

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92.0	Verlaine Halvorsen		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 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.
92.1	Verlaine Halvorsen		Highways, greenhouse gas emissions and 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, 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.
92.2	Verlaine Halvorsen		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 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 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

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92.3	Verlaine Halvorsen		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.
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 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.
93.1	Robert Chase		Highways, greenhouse gas emissions and 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, 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.

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93.2	Robert Chase		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 its 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 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 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
93.3	Robert Chase		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.
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.	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.
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.	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. 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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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. 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.	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 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.
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.	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 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.
95.1	Barbara Brockway		Highways, greenhouse gas emissions and 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, 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.

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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. Reduce 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 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 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
95.3	Barbara Brockway		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.
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 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.

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96.1	Naomi Durant		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,	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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.</p>
96.2	Naomi Durant		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.	Sierra Club	<p>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.</p> <p>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</p>
96.3	Naomi Durant		Electric Vehicle Charging Infrastructure	Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric 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.	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.

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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 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.
97.1	Rachel Kerr		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. 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, 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.
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 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	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 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

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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.	<p>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.</p> <p>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.</p>	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.
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.	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 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.
98.1	Chad Martin		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,	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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.</p>

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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. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	<p>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 of poor air quality.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
98.3	Chad 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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>
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	<p>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.</p>

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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,	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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.</p>
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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>

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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 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.
100.1	Robert Hoffman		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, 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.
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. 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 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 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

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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.	<p>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.</p> <p>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.</p>	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.
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 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.
101.1	Michelle Krueger		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,	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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.</p>
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	<p>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.</p> <p>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.</p>

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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 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.
102.1	Lucy Elliott		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, 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.
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. 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 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 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

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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.	<p>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.</p> <p>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.</p>	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.
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	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.
103.1	Kelsey Brodt		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,	<p>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.</p> <p>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.</p>	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.

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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. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	<p>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 of poor air quality.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
103.3	Kelsey Brodt		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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>
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	<p>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.</p>

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104.1	Kate Blau		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,	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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.</p>
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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>

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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,	<p>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:</p> <p>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.</p>	Sierra Club	<p>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.</p>
105.1	Maddie Henderson		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,	<p>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:</p> <p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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.</p>
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.	<p>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:</p> <p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</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.	<p>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:</p> <p>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.</p> <p>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.</p>	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.
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 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.
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 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.
107.1	Paul Densmore		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,	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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.</p>

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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. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	<p>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 of poor air quality.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
107.3	Paul Densmore		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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>
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	<p>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.</p>

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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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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 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</p>
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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 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.
109.1	John Enblom		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, 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.
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. 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 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 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

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109.3	John Enblom		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.	<p>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.</p> <p>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.</p>	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.
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.	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 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.
110.1	Gabriela Santiago		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,	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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.</p>

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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. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	<p>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 of poor air quality.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
110.3	Gabriela Santiago		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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>
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	<p>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.</p>

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111.1	Lois Larson		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,	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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.</p>
111.2	Lois Larson		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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>
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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>

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112.0	Alison Thorson		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 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.
112.1	Alison Thorson		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, 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.
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. 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 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 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

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112.3	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.	<p>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.</p> <p>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.</p>	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.
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 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.
113.1	Jeannette George		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,	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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.</p>

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113.2	Jeannette George		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.	<p>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 of poor air quality.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
113.3	Jeannette George		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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>
114.0	Cynthia Mckeen		Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	<p>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.</p>	Sierra Club	<p>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.</p>

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114.1	Cynthia Mckeen		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,	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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.</p>
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. Reduce Vehicle Miles Traveled by investing more in transit and BRT.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>
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”.	<p>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”.</p>	Email	<p>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.</p>
115.1	Jesse Lorenz		Transportation emissions reduction	Consequences of CO2 emissions are clear and transportation is an opportunity to more aggressively pursue reductions.	<p>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.</p>	Email	<p>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.</p>

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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 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.
116.1	Douglas Mensing		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, 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.
116.2	Douglas Mensing		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 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 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

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116.3	Douglas Mensing		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.	<p>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.</p> <p>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.</p>	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.
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	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.
117.1	Sheila Dingels		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,	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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.</p>

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117.2	Sheila Dingels		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.	<p>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 of poor air quality.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
117.3	Sheila Dingels		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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>
118.0	Jordan Leick		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.	<p>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.</p>	Sierra Club	<p>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.</p>

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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 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.
118.2	Jordan Leick		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, 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.
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. 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 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 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

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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.	<p>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.</p> <p>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.</p>	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.
119.0	Mark Snyder		Highway, climate change and VMT reduction	Federal PM regarding SOVs is not aggressive enough.	I was disappointed by the draft TIP's focus on highway "improvements" at the expense of other modes. Climate change is no longer a far-off proposition. It is here and it is happening now. We need to be taking more action NOW to reduce vehicle miles traveled and single occupant vehicle trips. A goal of 1.1% reduction in SOV trips is laughably pathetic. Do more. Do better.	Email	<p>As shown on page 24, the draft TIP allocates the majority of its resources to transit projects, not highway projects.</p> <p>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.</p>
119.1	Mark Snyder		Transit/TDM and Bike/Pedestrian-only projects		With the changes we have made in other sectors, transportation is now the leading source of greenhouse gas emissions in Minnesota. We NEED to prioritize biking, walking and transit infrastructure and worry less about "interstate reliability" - the best thing we can do to make our interstate more reliable is give people more options to avoid it completely.	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 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 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
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.	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. Every traffic fatality is preventable. Every traffic fatality not only cuts that person's life short but destroys the lives of their families and loved ones. We cannot continue 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 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.
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.	Personal automobiles have outlived their functionality for getting around big cities. There are just too many of them and we all think we are more important than the next person. Driving is an aggravation and something I avoid at all costs because of traffic. We need other options that are less polluting and more human friendly! We have a lot of years 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 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.

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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 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.
120.2	Russ Yttri		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, 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.
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. 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 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 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

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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.	<p>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.</p> <p>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.</p>	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 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.
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	<p>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.</p> <p>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.</p>
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.	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 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.

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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,	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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.</p>
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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
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.	<p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p>

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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 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.
123.1	Jerome Comeau		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, 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.
123.2	Jerome Comeau		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 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 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

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123.3	Jerome Comeau		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.	<p>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.</p> <p>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.</p>	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.
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."	<p>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.</p> <p>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.</p> <p>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.</p> <p>Thanks for letting me voice my thoughts on it. I'd be happy to talk it through over the phone if you like.</p>	Email	Thank you for your comment. We will forward your concerns and ideas to MnDOT Metro District staff for their 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 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.
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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,	<p>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:</p> <p>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.</p>	Sierra Club	<p>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.</p>

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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.	<p>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:</p> <p>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.</p> <p>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.</p>	Sierra Club	<p>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.</p> <p>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</p>
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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 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.
127.1	John Ressler		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, 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.
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. 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 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 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

Commenter Number	Commenter Name	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
127.3	John Ressler		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.	<p>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.</p> <p>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.</p>	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.
128.0	David Wilemski		Performance Measures	Federal performance measures are not aggressive enough.	<p>The proposed 2022-2025 Transportation Improvement Program provides welcome investment in transit as well as bike and pedestrian focused projects. However, it is also too 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.</p> <p>Components of the program which are not consistent with State and regional goals include:</p> <ul style="list-style-type: none"> <li>* Adoption of lower emission reduction targets.</li> <li>* A target of 75% single occupancy vehicles.</li> <li>* 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.</li> <li>* Expansion highways by adding lanes.</li> </ul> <p>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 by 15 percent by 2015 and 30 percent by 2025 compared with 2006 levels[2]. A major component 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.</p> <p>In regard to the reliable person-miles traveled metric, the Chicago Metropolitan Agency for Planning's /On To 2050/ plan[1], adopted in 2018, acknowledges that "Changing how roads are managed and operated, rather than expanding the system, should be the first option in considering how to improve reliability in the region. Increasingly, highway 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</p>	Email	<p>These targets are federally mandated and must, by federal law, be achievable and not visionary in nature.</p> <p>Based on recent trends, the SOV target is aggressive.</p> <p>The adopted GHG emissions target is based on a model of projects programmed in the TIP.</p> <p>Highway reliability does not come at the expense of more heavily investing in and prioritizing other modes.</p>
129.0	Aileen Cole		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.	<p>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.</p>	Email;#Letter	<p>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.</p>
129.1	Aileen Cole		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.	<p>Furthermore, 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). While it is commendable that, "The Council supports [efforts like Towards Zero Deaths and Vision Zero] and will consistently work towards reducing fatalities and serious injuries," this statement lacks ambition, defers to underwhelming incrementalism, and is inconsistent with other efforts to reduce vehicular injuries and fatalities both nationwide and here in the Twin Cities metropolitan area. Per Table 2, the Council's 2021 "target" 2021 traffic fatality rate is 106, and its "target" number of serious injuries is 738. Comparatively, the Metropolitan Transportation Commission for the Bay Area Association of Governments, a regional metropolitan planning association serving an area nearly thrice as populous as the area served by this Council—has a clearly identified and ambitious goal of eliminating all traffic fatalities and injuries regionwide by 2030.1 More locally, the Hennepin County 2040 Plan identifies an even more ambitious goal of eliminating such deaths by 2027.2 Given that Hennepin County is the most populous county within the Council's planning area, and that the Council specifically reviewed the Hennepin County 2040 Plan in 2019, I request that the Final TIP be updated to provide a specific goal date—no later than 2027—by which the Council aims to eliminate vehicular fatalities.</p> <p>1 Metropolitan Transportation Commission. 2021. "Bay Area Vision Zero Working Group." Regional Safety Policy. <a href="https://mtc.ca.gov/about-mtc/what-mtc/mtc-organization/interagency-committees/bay-area-vision-zero-working-group">https://mtc.ca.gov/about-mtc/what-mtc/mtc-organization/interagency-committees/bay-area-vision-zero-working-group</a></p> <p>2 City of Minneapolis. 2019. Minneapolis 2040 Comprehensive Plan. Policy 26. Vision Zero: Eliminate fatalities and severe injuries that are a result of crashes on City streets by 2027. <a href="https://minneapolis2040.com/policies/vision-zero/">https://minneapolis2040.com/policies/vision-zero/</a></p>	Email;#Letter	<p>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.</p>

Commenter Number	Commenter Name	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
129.2	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.	<p>In support of many of the pedestrian, bicyclist, and transit-oriented actions described in the Draft TIP, I request that the MET Council 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, thus helping reduce vehicle trips and fight climate change. the Twin Cities Metropolitan Area must establish safe and accessible means for Minnesotans to walk to their nearest transit stops, bike to areas of economic activity, and more. This includes expanding bicycle/pedestrian trails, grade separations, and installing additional bicycle/pedestrian crossing facilities over isolating features such as the freeway network. Walkable infrastructure well-connected to public transit options helps foster cohesive cities, and so long as facilities exist that inhibit walkability, transportation opportunities will remain stagnant. In conjunction with this request, I ask that the Council acknowledge the known effects of induced travel, as identified in this policy brief prepared by the National Center for Sustainable Transportation, as cited by the California Department of Transportation:<sup>3</sup></p> <p><sup>3</sup> Susan Handy. 2015. "Increasing Highway Capacity Unlikely to Relieve Traffic Congestion." National Center for Sustainable Transportation, Department of Environmental Science and Policy. University of California, Davis. <a href="https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/final-reports/10-12-2015-ncst_brief_inducedtravel_cs6_v3.pdf">https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/final-reports/10-12-2015-ncst_brief_inducedtravel_cs6_v3.pdf</a></p>	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.
129.3	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 congestion has traditionally been addressed by adding additional roadway capacity via constructing entirely new roadways, adding additional lanes to existing roadways, or upgrading existing highways to controlled-access freeways. Numerous studies have examined the effectiveness of this approach and consistently show that adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT). Given the well-supported evidence against lane expansion, I was disappointed to see numerous proposed roadway lane expansion projects identified in the appendices. Though I do not oppose transitioning some existing lanes into carpool lanes during heavy traffic hours, such lanes should never be new construction, nor should additional freeway or roadway lanes be proposed to address any traffic reduction goals, because evidence does not support their use for such applications. Instead, efforts to reduce traffic demand by expanding alternative transportation options (walking, biking, or taking public transportation) are more affordable methods to address congestion problems while also reducing transportation's share of greenhouse gas (GHG) emissions throughout the region.	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.
129.4	Aileen Cole		Congestion mitigation and air quality targets	Federal PMs regarding SOVs and GHG emissions reduction are not aggressive enough.	In relation to GHG reductions, it is unclear to me why the Council's congestion mitigation and air quality (CMAQ) targets are weak and entirely unambitious. The Council's adopted daily emissions reduction target of 2,647 kg/day of on-road mobile source emissions is less aggressive than the existing performance level of 2,648 kg/day. This target should become more aggressive over time to address emissions concerns. Additionally, this target fails to provide a more discrete indication of emissions sources that make up that target reduction level. Though it is important to document and reduce all GHGs as well as other non-GHG emissions, on-road mobile source emissions reductions far beyond those identified in Table 5 are required to address the transportation sector's role in climate change in Minnesota, and the highly variable compounds that contribute to such emissions have unique contributions to the climate crisis and other pollution concerns. Similarly, it is wholly unambitious to aim for only a 1.1% increase in non-single occupancy vehicles. A more aggressive target for adoption of non-single occupancy vehicles would allow for a more ambitious on-road mobile source emissions goal, but the Draft TIP fails to pursue such actions and the numerous other actions previously described which would help actionably address climate change and improve the quality of life of countless Minnesotans.	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.
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.	<p>with the air conditioning or heater running, but go inside buildings instead. I see lots of cars idling and asking/reminding people about the impact seems like a good thing to do. I realize law enforcement officers are very busy and adults should be able to self-regulate so a public education campaign engaging drivers makes sense to me.</p> <p>Seems like there are more and more loud, broken mufflers too - doesn't that add pollution? Also seems to be a huge increase in noise pollution from loud truck and motorcycle mufflers.</p> <p>In the 1970s we were able to get people to stop littering, how about a new campaign for individuals to reduce pollution from their cars with easy tips about consolidating trips, not hitting the gas when light turns green, look ahead and coast to a red light .... A public, highly visible education campaign enlisting citizen participation in reducing automobile pollution contributes to transportation improvements also.</p>	Email	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.

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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 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.
131.1	Kathy Magne		Transit electrification		We also need to increase deployment of electric buses and investment in electric vehicle infrastructure.	Email	<p>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.</p> <p>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.</p>
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,	<p>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:</p> <ul style="list-style-type: none"> <li>•Further prioritize and expand Travel Demand Management and bike and pedestrian-only projects,</li> </ul> <p>We need to make major investments in sustainable transportation options (namely transit, biking, and walking) in order to make them more convenient and attractive.</p>	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 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.

Commenter Number	Commenter Name	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
132.1	Alicia Valenti		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,	<p>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:</p> <ul style="list-style-type: none"> <li>•Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,</li> </ul> <p>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 lanes--these 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.</p>	Email	<p>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.</p> <p>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.</p>
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.	<p>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:</p> <ul style="list-style-type: none"> <li>•Continue to transition diesel buses to electric, and prioritize deployment of electric buses in areas with poor air quality,</li> <li>•Reduce Vehicle Miles Traveled by investing more in transit,</li> </ul> <p>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.</p>	Email	<p>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.</p> <p>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</p>
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.	<p>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:</p> <ul style="list-style-type: none"> <li>•Expand electric vehicle (EV) charging infrastructure and coordinate with other agencies to support more rapid EV adoption.</li> </ul>	Email	<p>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.</p>
132.3	Alicia Valenti		Vision Zero	I am also disappointed by the safety goals--while I know this is a federal standard, as someone who typically walks, bikes, and takes transit to get around, it is hard to accept that the plan allows for more than 100 deaths (caused by drivers) for people walking and biking, particularly given that people of color are disproportionately injured and killed by cars while walking/biking. The plan should be updated to more aggressively work toward Vision Zero by encouraging/requiring street design that slows traffic and improves sightlines as much as possible.	<p>I am also disappointed by the safety goals--while I know this is a federal standard, as someone who typically walks, bikes, and takes transit to get around, it is hard to accept that the plan allows for more than 100 deaths (caused by drivers) for people walking and biking, particularly given that people of color are disproportionately injured and killed by cars while walking/biking. The plan should be updated to more aggressively work toward Vision Zero by encouraging/requiring street design that slows traffic and improves sightlines as much as possible.</p>	Email	<p>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.</p>

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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,	<p>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.</p> <p>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.</p> <ul style="list-style-type: none"> <li>•We 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.</li> </ul>	Email	<p>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.</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,	<p>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.</p> <p>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.</p> <ul style="list-style-type: none"> <li>•We 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.</li> <li>•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.</li> </ul>	Email	<p>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.</p>

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133.2	Kathleen Schuler	Health Professionals for a Healthy Climate	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.	<p>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.</p> <p>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.</p> <ul style="list-style-type: none"> <li>•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.</li> <li>•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.</li> </ul>	Email	<p>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.</p> <p>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. 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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</p>
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.	<p>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.</p> <p>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.</p> <ul style="list-style-type: none"> <li>•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.</li> <li>•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</li> </ul>	Email	<p>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. 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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.</p> <p>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</p>

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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 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.	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 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 tsunamis of problems racing toward us.	Email	<p>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.</p> <p>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</p>
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.	2. The goal for reducing single-occupancy vehicle trips is also disheartening. There is no vision in the plan for encouraging different ways of travel.	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.
136.2	Serefina Scheel		Highways and greenhouse gas emissions	Federal PM targets are not aggressive enough; more investment in multimodal travel is necessary; reliability is unimportant.	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	<p>These targets are federally mandated and must, by federal law, be achievable and not visionary in nature.</p> <p>The adopted GHG emissions target is based on a model of projects programmed in the TIP.</p> <p>Highway reliability does not come at the expense of more heavily investing in and prioritizing other modes.</p>
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 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.

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137.1	Larisa Speetzen		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'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: * Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity,	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. 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.
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 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.	Email	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 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
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.	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 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.

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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, 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.
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 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.
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: <ul style="list-style-type: none"> <li>● Removal decreases connection across divided Lauderdale and between Saint Paul and Minneapolis, which are already divided enough by the highway</li> <li>● 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.</li> <li>● 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</li> <li>● 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</li> </ul>	Email;#Letter	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) 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.
139.1	Kathryn Murray	St. Anthony Park Community Council/District 12	Safety targets	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, and indicates a lack of underlying strategies in the plan to lower the number of deaths.	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, and indicates a lack of underlying strategies in the plan to lower the number of deaths.	Email;#Letter	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.
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;#Letter	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.

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139.3	Kathryn Murray	St. Anthony Park Community Council/District 12	Multimodal options that promote a healthy, sustainable	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 35, 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. Yet most of the highway improvements included would be made at the expense of other modes. It is well known that 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.	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.
139.4	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.	Minnesota (and the U.S.) is not on track to meet emissions goals, which are already not as ambitious as we need them to be, as we see in our current heat crisis and as the new "normals" are released by NOAA. Transportation is Minnesota's number-one source of emissions and it's one of the easiest sectors where we can make major cuts.  Improving "interstate reliability" should not be the goal in 2021: creating a human-habitable place to live should be. The TIP should be structured in a way that facilitates the massive investments we need in sustainable 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.  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

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140.0	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 global warming crisis clearly in full motion, already taking lives with unprecedented heat waves, we need to do much more than you have proposed. We need a bigger reduction in auto miles traveled, a bigger reduction in single occupant vehicles, and other goals that reflect the urgency of reducing carbon emissions in the transportation sector. We must halt car highway and freeway expansions and instead turn to a strategy of adaptation and survival. We need transit, bike highways, ebike subsidies, and incentives for businesses to retain remote work. Lives are at stake.	Email	<p>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.</p> <p>Highway expansion projects are a small portion of overall transportation funding investments and help address the needs of a growing population and 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</p>
141.0	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,	<p>The pursuit of seemingly endless growth has been a through-line in the United States' history of roads and highways, even more in Minnesota than in other states: we have the 5th highest total highway miles in the country (disproportionate to both our geographic and population sizes) and we lead the nation in our attraction to gas guzzling SUVs, crossovers, and trucks. Transportation is Minnesota's leading source of climate pollution and a significant contributor to the state's economic and racial divides. The TIP provides an opportunity-which the Metropolitan Council must take-- to address how we as a region will tackle these systemic problems head on.</p> <p>•Do not induce demand for driving. Don't just take federal money because it is there. Expanding roadways-whether through lane expansions, adding HOV lanes rather than converting existing lanes to HOV lanes, or creating new flyovers or interchanges-induces demand for driving. This means that the more we build, the more people will drive. Yet we know we need to reduce the amount of miles people drive to meet even the most timid climate targets; we know we must close the gap between the ease of car travel and the ease of biking, walking, and transit if we are to deliver economic and racial justice to our communities. This goal of reducing driving levels was adopted by Mn DOT this spring (specifically, a provisional statewide goal to reduce vehicle miles traveled) and should be reflected in the Metropolitan Council's planning documents.</p> <p>Move Minnesota understands that federal money is available for highway expansion and that accepting that money feels like the right thing to do-it's what our region has always done, and it's money coming to our communities. But the fact that</p> <p>someone will pay for something does not make it right. We ask that the Metropolitan Council focus local road expansion monies to biking, walking, and transit investments, and expand road infrastructure for vehicles only where it is critical for safety-not to accommodate more vehicle traffic.</p>	Email;#Letter	<p>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.</p> <p>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.</p>
141.1	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.	<p>Thank you for the opportunity to submit comments on the 2022-25 Draft Transportation Improvement Plan (TIP). Last year, Move Minnesota, along with a number of members of the public and other interested organizations, submitted comments reflecting our concerns that neither climate nor racial and social justice was directly addressed in the TIP. We were dismayed to see that once again, the TIP does not reflect a commitment to transportation improvements that advance climate change and social justice and equity goals.</p> <p>•Acknowledge the impact of TIP investments in the plan itself. Although the TIP acknowledges "healthy environment" as a pillar of the transportation section of the Thrive 2040 plan, there is no acknowledgment of the leveraging the TIP to reach statewide climate goals. Nor are there any mentions of race. (The plan does mention "equity" and "sustainability" through references to policies in other documents.) Climate change and healing racial inequities are pivotal challenges in 2020 and will remain challenges in the years and decades to come. We request that the TIP include an analysis of how each transportation project and funding stream will impact our climate future and our current inequities and injustices. Transportation infrastructure and priorities are decimating our climate, are expanding and perpetuating economic inequality, and have been used to divide and destroy Black and brown communities. We need to know this won't happen again.</p>	Email;#Letter	<p>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.</p> <p>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.</p>

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141.2	Sam Rockwell	Move Minnesota	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.	<p>•Act now. We recognize that the TIP relies on policy guidance in Thrive 2040, the Transportation Policy Plan (TPP), and other previously-written documents. Yet the world is changing incredibly fast, and these documents fall out of date faster than we could have imagined. 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.</p>	Email;#Letter	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 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.
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 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.
142.1	Yin Liu		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,	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 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.
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 its 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 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.

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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 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.
143.1	Randy Nies		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, 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.
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. 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 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 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

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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.	<p>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.</p> <p>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.</p>	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.
144.0	Julia Curran		Greenhouse gas emissions reduction	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 than 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.	<p>I'm very deeply concerned that the TIP is unrealistic, completely out of alignment with climate science and the pace of emissions reductions (and drastic reduction in VMT) we need to avoid 2+C temperature increases and catastrophic instability.</p> <p>Please rework this document to be in line with climate science and the most recent IPCC report. While the changes required might feel intense and sudden, failing to make those changes (as we've done for the past three decades) and instead continuing our extremely and unnecessarily high emissions will push us into far more extreme social and physical infrastructure failures.</p> <p>Real transportation infrastructure dramatically reduces emissions without relying on the magical thinking of offshoring CO2e consequences in some infinitely available resource extraction/manufacturing process.</p> <p>We need infrastructure that is designed for the spiralling and increasingly intense weather changes we are already starting to see with climate breakdown.</p> <p>We need to start seeing and measuring VOC and other pollutants (not just from ICE, but also from EV) as point source pollution when assessing impacts of decisions.</p> <p>Please come back to us with a plan that is in line with climate science, racial equity, fiscal responsibility, and public health.</p>	Email	<p>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.</p> <p>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</p>
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.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Please come back to us with a plan that is in line with climate science, racial equity, fiscal responsibility, and public health.</p>	Email	<p>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.</p>

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144.2	Julia Curran		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.	<p>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.</p> <p>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.</p> <p>Please come back to us with a plan that is in line with climate science, racial equity, fiscal responsibility, and public health.</p>	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 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.
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.	<p>We need to remove highways from cities, returning this space to our communities as part of righting historic wrongs.</p> <p>We need a transportation network that does not continue to perpetuate violent structural racism by prioritizing car-movement over human lives.</p>	Email	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.
145.0	Anna Johnson Janiece Wat	Fresh Energy	Reporting metrics	The TIP's reporting metrics should be updated to include overall project impacts on climate change, racial equity, public health improvements, and other important criteria, beyond the baseline requirements of the Federal Transportation Conformity Rule	<p>The International Panel on Climate Change warns us that deep, rapid decarbonization across the entire economy is necessary to avoid the worst impacts of climate change. In Minnesota and nationally, transportation is the largest emitting sector. Minnesota is not on track to meet our emissions reductions goals for transportation, codified by the 2007 Next Generation Energy Act.</p> <p>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.<sup>3</sup> 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 vehicles<sup>4</sup> or health risks from enduring high temperatures due to the "heat island" effect caused by a buildout of pavement without sufficient green space.<sup>5</sup> Harm from air pollution can also occur at levels below federal limits <sup>6</sup>, or from pollutants that don't have federal or state limits attached.<sup>7</sup></p> <p>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 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.</p> <p>While federal funding requirements may not yet require explicit discussion of climate change and racial equity within the TIP, these issues are important enough to warrant evaluation. Given that the Biden-Harris Administration has</p>	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.

Commenter Number	Commenter Name	Organization	Comment Topic	Comment Summary	Full Comment	Source	Response
145.1	Anna Johnson Janiece Wat	Fresh Energy	Transit/TDM and Bike/Pedestrian-only projects	Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects,	<p>Fresh Energy appreciates the opportunity to comment on the Draft 2022 – 2025 Transportation Improvement Program (hereby “Draft TIP”). For nearly 30 years, Fresh Energy has been working to shape and drive bold policy solutions to achieve equitable carbon-neutral economies and build towards a just, prosperous, and resilient future that benefits all.</p> <p>Fresh Energy applauds the Metropolitan Council (“Council”) for dedicating more funds to bike and pedestrian projects for this Draft TIP as compared to the 2021 TIP – an increase of roughly 45%, from \$84 million to \$122 million. The dedication of \$2.64 billion for transit is also welcomed.1 Especially noted and supported is the inclusion of electric bus infrastructure within four of the proposed projects to be funded.2 What follows is a discussion of other elements of the TIP, including the public participation process and goals.</p> <p>CONCLUSION: The lifespan and impacts of transportation investments made today will last for decades. The continued reliance on a fossil-fuel based transportation system perpetuates ongoing harm to the climate and air quality as well to those communities burdened by transportation pollution due to past discriminatory decisions. In order to achieve the goals put forth in Thrive 2040, the Metropolitan Council should assess the list of transportation projects included in TIP through the lenses of racial and economic equity and greenhouse gas emissions, and prioritize those that promote equity and reduce emissions; create a more inclusive public participation process in all transportation decision making; invest more in transit and driving alternatives that are accessible regardless of race, ethnicity, language spoken, physical ability, gender, or economic status; maintain and repair existing bridges and roads before expanding highways; and work with other government agencies to build public electric vehicle charging infrastructure; and. Thank you for your consideration.</p>	Email;#Letter	<p>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.</p>
145.2	Anna Johnson Janiece Wat	Fresh Energy	Public participation	Public Participation should be more inclusive	<p>While Fresh Energy appreciates the opportunity for public comment, the process of engaging with the Draft TIP is not an easy one. The mechanics of federal funding are obscure and esoteric to the average resident and combing a 100+-page document is time intensive and an easy deterrent for public review. Additionally, holding on public meetings is not sufficient to gather adequate and representative feedback from the communities who will be impacted by these transportation projects.</p> <p>We ask the Council to consider how else the public might be better engaged and to design other methods of community engagement and participation, both for the TIP as well as the Transportation Policy Plan, Transportation Advisory Board, and other Council activities and decisions. Examples might be gleaned from the Minnesota Department of Transportation (MnDOT), who have crafted a creative method to gain more inclusive feedback for their update to the Statewide Multimodal Transportation Plan, i.e. an interactive website with comic-book graphics for easy comprehension (<a href="https://www.minnesotago.org/stories/">https://www.minnesotago.org/stories/</a>).</p> <p>CONCLUSION: The lifespan and impacts of transportation investments made today will last for decades. The continued reliance on a fossil-fuel based transportation system perpetuates ongoing harm to the climate and air quality as well to those communities burdened by transportation pollution due to past discriminatory decisions. In order to achieve the goals put forth in Thrive 2040, the Metropolitan Council should assess the list of transportation projects included in TIP through the lenses of racial and economic equity and greenhouse gas emissions, and prioritize those that promote equity and reduce emissions; create a more inclusive public participation process in all transportation decision making; invest more in transit and driving alternatives that are accessible regardless of race, ethnicity, language spoken, physical ability, gender, or economic status; maintain and repair existing bridges and roads before expanding highways; and work with other government agencies to build public electric vehicle charging infrastructure; and. Thank you for your consideration.</p>	Email;#Letter	<p>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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Targeted engagement that builds on existing relationships</li> <li>• Reaching people who represent the rich and varied personal histories of people across the region</li> <li>• 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’</li> <li>• Clarity and transparency in how we collect feedback and how that feedback will be used</li> <li>• Quality of the feedback more than the quantity of feedback</li> <li>• Questions that get to a real understanding of how people think and feel about the work we do, channeling negative feedback into constructive conversations</li> <li>• Creating understanding by helping people see themselves in the policies and the work we do</li> <li>• Connections across all divisions and demonstrating how the work intersects to create regional value</li> <li>• Sharing information back with those who have shared with us</li> </ul> <p>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.</p>
145.3	Anna Johnson Janiece Wat	Fresh Energy	Highway funding	Highway Funding should be focused on maintenance and safety, not expansion	<p>Similar to last year, a significant amount of federal funds are allotted for highways and roads. Projects such as maintenance of our bridges and existing roads to ensure Minnesotans’ safety is critical. However, projects that expand highways and encourage driving is the wrong investment for Minnesota. Instead, priority should be given to projects that reduce greenhouse gas emissions and promote racial and economic equity in Minnesota by promoting broadly accessible transit and expanding electric vehicle charging infrastructure.</p> <p>Past highway construction in Minnesota has caused displacement, loss of wealth, and community disenfranchisement, primarily for Minnesotans who are Black, Indigenous, and people of color; these impacts continue to be felt today. To avoid repeating these injustices, Fresh Energy encourages the Council to, within the Transportation Improvement Program itself, provide an assessment of how each project will impact existing racial inequities, economic inequities, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions (see Section I above).</p> <p>CONCLUSION; The lifespan and impacts of transportation investments made today will last for decades. The continued reliance on a fossil-fuel based transportation system perpetuates ongoing harm to the climate and air quality as well to those communities burdened by transportation pollution due to past discriminatory decisions. In order to achieve the goals put forth in Thrive 2040, the Metropolitan Council should assess the list of transportation projects included in TIP through the lenses of racial and economic equity and greenhouse gas emissions, and prioritize those that promote equity and reduce emissions; create a more inclusive public participation process in all transportation decision making; invest more in transit and driving alternatives that are accessible regardless of race, ethnicity, language spoken, physical ability, gender, or economic status; maintain and repair existing bridges and roads before expanding highways; and work with other government agencies to build public electric vehicle charging infrastructure; and. Thank you for your consideration.</p>	Email;#Letter	<p>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.</p>

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145.4	Anna Johnson Janiece Wat	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.	<p>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.</p> <p>CONCLUSION: The lifespan and impacts of transportation investments made today will last for decades. The continued reliance on a fossil-fuel based transportation system perpetuates ongoing harm to the climate and air quality as well to those communities burdened by transportation pollution due to past discriminatory decisions. In order to achieve the goals put forth in Thrive 2040, the Metropolitan Council should assess the list of transportation projects included in TIP through the lenses of racial and economic equity and greenhouse gas emissions, and prioritize those that promote equity and reduce emissions; create a more inclusive public participation process in all transportation decision making; invest more in transit and driving alternatives that are accessible regardless of race, ethnicity, language spoken, physical ability, gender, or economic status; maintain and repair existing bridges and roads before expanding highways; and work with other government agencies to build public electric vehicle charging infrastructure; and. Thank you for your consideration.</p>	Email;#Letter	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.
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.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Again, thank you for the opportunity to comment on the draft 2022 – 2025 TIP. If you have any questions or need any additional information, please feel free to let us know.</p>	Email;#Letter	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).
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 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 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) 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.