

Commenter Number	Commenter Name	Organization	Comment Topic	Comment Summary	Full Comment	p	Response
1.0	Kayte Barton		Metro Mobility	Questions about Metro Mobility expansion plans	Are there plans to expand Metro Mobility service hours? In Woodbury, and expand to Forest Lake?	Web form	Under the Americans with Disabilities Act, Metro Mobility is required to provide service that is comparable to the service offered by the region's all-day, local, regular-route bus and train system. Specifically, the Council must provide the federally mandated service within three-quarters of a mile of any all-day, local bus or rail route in the Twin Cities with similar hours of availability. When the regular route system is updated with new routes or trips times, Metro Mobility does the same to align our service with those changes. Over the last few months, staff have worked to make updates to match areas or hours where service is expanding. With this alignment, you may see differences to the list of service areas and hours by community. Also, some trips that used to go on standby may now be guaranteed, while some trips that aren't currently on standby may be in the future. For now, we are only expanding hours and levels of service to match regular-route growth. Later this year, Metro Mobility will look at areas where regular-route service has been reduced. For updated information on Metro Mobility service hours by community, please go to "Trip Provider Areas and Hours" section at <a href="http://metromobility.org">metromobility.org</a> or contact the Metro Mobility Service Center. No change recommended.
2.0	Mohomed Yusef	Sun Transit	DBE participation and goals	DBE participation and goals	No comment provided	Web form	The Council's Office of Equal Opportunity (OEO) establishes goals for participation of Disadvantaged Businesses (women and minority owned) for each of the Council's contract procurements. The goals can vary based upon the availability of DBE businesses available to respond to the specific type of work required in the project scope. The Council's DBE office tracks the required participation to assure that the contract participation is upheld.
3.0	Alex Schieferdecker		Reducing VMT	Make reducing vehicle miles traveled a core regional goal and reverse highway expansion due to the urgency of climate change	<p>"There is now decades of high quality evidence that proves that the amount of lane miles of highway exist, the higher the region's VMT.</p> <p>In 2020, with the effects of climate change evermore present, and less and less time remaining to solve these issues, there is simply no more justification remaining for expanding highway capacity. The Twin Cities region already has ample highway capacity. Knowing what we know now about climate change and transportation's role in it, it is critical that the Met Council's TPP enshrine reducing VMT as a core goal of the region. That means shrinking and removing highways when appropriate, and redoubling investments in high quality transit, bicycling, and walking facilities."</p>	Web form	This plan does invest in improved transit, bicycling, walking and telecommuting to reduce VMT. This plan does support the safety, climate and other benefits of reducing lanes where local units of government have deemed this appropriate. This plan has limited investments in highway expansion and includes two work program items that will directly work toward climate change mitigation, an Electric Vehicles Planning Study that will bring expert resources and partners together to work toward accelerating the adoption of electric vehicles in the Twin Cities and a Planning Scenarios for Greenhouse Gas Emissions project that has a team of researchers creating greenhouse gas inventories and scenario planning tools to aid local units of government in being able to consider and evaluate a wide variety of climate change mitigation strategies. We recognize the need to do more work in this area but at this time are not making any changes to this plan.
4.0	LeAnne Dahl		Metro Mobility	Concerns about Metro Mobility passenger confirmation for customer safely reaching destination	"My experience as a Metro Mobility Rider and suggestion is this: While the rider is paying their fare, the driver should confirm the destination, especially when the driver has an add on. This happened to me. The driver thought I was the rider on his list, until I called out and said "You're going the wrong way." He looked at his sheet, asked my name and realized I was his 'add on.' I arrived home safely."	Web form	Ensuring a positive passenger experience on the regional transit system is one of the objectives of the Transportation Policy Plan. This comment will be shared with Metro Mobility staff. No change recommended.

5.0 Ronald Hobson	Transit Implementation Approach	Need equitable outcomes for the arterial bus rapid transit system planning	<p>"I question how current transit planning of the D &amp; E Lines leads to equitable outcomes. The current planning paradigm are routes from downtown to suburban park-n-rides.</p> <p>To backup a bit, Minneapolis consists of 2 types of neighborhoods: legacy streetcar neighborhoods and postwar neighborhoods. Streetcar neighborhoods are lined with duplexes, fourplexes, small apartments, and small businesses while the latter are largely single family homes. Line D south of E 50th St and Line E south of W 36th St are where neighborhoods transition to largely single family homes until the lines terminate at suburban park-n-rides.</p> <p>Would equitable outcomes be more quickly achieved by a broader focus on streetcar neighborhoods over the next 3 years? This could include lines along Nicollet Ave, Central Ave, or Broadway Ave. Then later, if warranted, the D &amp; E Lines could be extended to the suburban park-n-rides.</p> <p>I don't know the answer. However, this seems to be a good question to ask leaders of these neighborhoods.</p>	Web form	There are many factors that have influenced the priority of the arterial bus rapid transit system planning and equity is a significant factor in those influences. The D Line will serve the highest ridership bus route in the region and provide a faster and more consistent schedule along the entire line, which connects to major destinations at both the north and south end with the Brooklyn Center Transit Center and the Mall of American Transit Station. These terminals are both centers of activity and important connection points to routes that serve other major destinations in the region. The E Line will make similar connections at Southdale and the University of Minnesota. It is important to consider neighborhoods that create transit demand, such as the dense areas in the core of Minneapolis, but also where those neighborhoods need to be connected to, such as suburban job centers, education opportunities, and goods and services. This also includes connections to other transit lines that will further the access people can make on the transit system. The Council believes that the D and E lines serve a very important role in advancing equity in this region. Metro Transit is also looking into the next lines that will be planned for arterial bus rapid transit as part of the Network Next work described in the TPP. This comment will be shared with project staff for Network Next as a consideration for the planning of future lines. No change recommended.
6.0 Jack Barbier	Express trains, intercity	Support for Council role in advancing intercity passenger rail corridors.	<p>"It is absurd that Minneapolis, the upper midwest's top economic engine, has NO Amtrak train service to ANYWHERE. MetCouncil needs to develop/utilize trackage along existing corridors to connect Target Field Station to St. Paul Union Depot, in order to launch fast modern trains down the river to Milwaukee and Chicago from Minneapolis, the areas' largest population center. MnDOT seems unable or unwilling to negotiate with the major RR's that own these lines (BNSF, UP, CP). YOU should take the lead on this.</p> <p>Our highway/air-centric system desperately needs a modern, quality RAIL component for true BALANCE going forward. Think green for travel needs! Jump on this movement!"</p>	Web form	The Council respects the role of MnDOT as the intercity passenger rail lead agency for the state, although the Council does serve as an advisor to most corridor and statewide planning efforts for passenger rail. A change in this role would require some authorization or direction from the state legislature. At this time, there are no plans for the Council to assume a larger role in intercity passenger rail planning. No change recommended.
7.0 Taxpayer	Streetcars	Suggested reading on streetcar history	<p>"Did you read this article about Mr. Quinby and the street cars? It takes about 90 Viking minutes and you may learn something.  <a href="http://www.historyisaweapon.com/defcon2/quinbyswarning/">http://www.historyisaweapon.com/defcon2/quinbyswarning/</a>"</p>	Web form	Comment acknowledged. No change recommended.
8.0 Cory Schaffhausen	Opening streets / COVID	Plan for opening more streets to bicycle and pedestrians	<p>"This comment is specifically in response to a social media post regarding traffic changes during COVID 19 and the opening of streets for pedestrian and bike use.</p> <p>I found using streets without cars to be a remarkably peaceful and relaxing experience. It was a very different and positive experience even at park locations I had been to many times before.</p> <p>I hope there are opportunities to test this type of use in the future, even if it is an intermittent basis."</p>	Web form	Council staff are tracking the trend of traffic changes and re-purposing streets during COVID and will work with local roadway partners to explore future opportunities to expand or learn from this short-term strategy as more information becomes available. No change recommended.
9.0 Gillian Rosenquist	City of Golden Valley Transit corridors	Blue Line extension is essential to equitable transit outcomes for northwest metro area	1. Blue Line Ext LRT essential for equity in the NW metro.	Web form	The Council is committed to advancing the METRO Blue Line Extension and bring important transit expansion to the northwest metro. The draft 2040 Transportation Policy Plan was edited to reflect the latest status of the locally preferred alternative and ongoing project delivery efforts. "As of late 2020, due to the inability to secure colocation rights on the BNSF right-of-way, Hennepin County and the Metropolitan Council are exploring ways to deliver the Blue Line Extension project without the use of BNSF right-of-way."

9.1 Gillian Rosenquist	City of Golden Valley	Transit and future density	Provide or prioritize transit connections to new areas of density	2. Important to better connect new areas of density to transit	Web form	The Council does consider it important to consider areas of the region that are experiencing change, particularly new growth, when planning for transit. The Council encourages transit agencies to consider this information and does try to incorporate both recently built development and planned development into transit planning exercises throughout the agency. There are limitations to how thoroughly this can be incorporated, depending on the data availability and level of detail needed to adequately consider this factor in planning exercises. The Council is exploring ways to incorporate planned growth into transit planning tools like the Transit Market Areas, as well as more frequent updates of that dataset. As this research matures, the Council will incorporate any results into the TPP in the future. Concurrently, the Council is looking at local 2040 Comprehensive Plans for their discussion of anticipated growth and policies that would create a transit-support development pattern. This input may also inform future planning exercises for transit. While we are recommending no change in response to this comment, it is an issue that will be explored through multiple efforts in the coming years and a change may result from that work in the future.
9.2 Gillian Rosenquist	City of Golden Valley	Transit corridors	Support for bus rapid transit and transit access to jobs on Highway 55	3. Bus Rapid Transit on Highway 55 a key link with commuters going both directions and thousands of jobs on the route	Web form	The Council supports the continued exploration of transit improvements in the Highway 55 corridor west of downtown Minneapolis. This corridor is already acknowledged in the TPP as a potential bus rapid transit corridor in the Increased Revenue Scenario. Metro Transit recently submitted an application for Regional Solicitation funding for a demonstration route in the corridor. The Council will continue to work with partners along the corridor to explore other ways to advance transit improvements to connect people to the many jobs in the corridor. No change recommended.
9.3 Gillian Rosenquist	City of Golden Valley	Transportation in the NW metro	Co-location of bicycle lanes and concerns about road speeds	4. Important to assess road speeds when co-locating bike lanes on County Roads	Web form	Agreed. Hennepin County's Bicycle Plan includes specific design guidelines for consideration of roadway vehicle speeds and other traffic-related factors as related to county facilities (see Appendix C, Bikeway Design Toolkit of the HCBP). A statement will be added on p. 7.26 of chapter 7 as follows: 'Prevailing vehicle speeds and volumes in adjacent traffic lanes are paramount safety-related considerations in the design and implementation of on-street bicycle facilities.'
10.0 Chris B		Maps	Map quality and detail	The maps in this are all terrible. They are too small to discern details, and lack city boundaries or highway labels to figure out where improvements or issues are located.  Please revise all maps to divide the metro into pieces (4? 6? however many needed) that can be shown at a scale where you can label cities and roadways. Either that or show all of the maps online.  Please also print the maps at a higher resolution, so you can (online at least) zoom in to discern details.	Web form	comment acknowledged, future updates of the TPP will incorporate more interactive and zoomable mapping allowing for detailed project review.
11.0 Leslie Nussbaum MD	St Louis Park resident	Transit safety	Concerns about increase in crime, harassment, and personal safety and security on transit	A significant increase in crime has been noted along the light rails in the Twin Cities. A study/surveillance group should be established to review these cases and recommend changes in the light rail to prevent these crimes.  The light rail should likely not run after 10 pm or before 5 am, should be staffed with security officers, and have better security cameras, etc.  No one should fear for their life or property for the light rail. There is a reason Edina did not allow this to pass through their city.	Web form	Safety and security on the regional transit system is one of the goals of the Transportation Policy Plan. The Council is aware and regularly hears about issues from customers and bus drivers, in particular. The Council is committed to improving the safety and security of the transit system for both customers and employees, as this is an essential aspect of the customer experience on transit. There are a few initiatives that are worth noting that are ongoing in this regard. • The Council is conducting a comprehensive review of the Metro Transit Police Department's policing policies, practices, and relationships. This review will require robust and authentic public engagement. The Council will rely on people across our region to ensure the review is informed, comprehensive, and substantive. The Council looks forward to hearing from community members, policymakers, and staff who regularly interact with and depend on transit police. TPP comments pertaining to transit policing will also be considered as part of the Metropolitan Council Police Review. Comments received on the Transportation Policy Plan will be shared with that process. • At the request of the Council, Governor Walz proposed legislation in the 2019 legislative session to provide the Council authority to create an administrative citations for fare evasion program. The Council is exploring alternatives to policing, such as administrative citations for fare evasion, which This would allow the transit system to have personnel who are not sworn police officers to non-police transit personnel inspect fares and provide a more prominent non-police presence on our system. The hope is that this flexibility would lead to an overall greater crime deterrent presence on the transit system. • In 2019 and 2020, Metro Transit authorized additional resources to provide for more police presence on the system. Metro Transit has created a Transit Response Unit within the Metro Transit Police Department to strengthen efforts to address violations on transit. • There are also recent and planned opportunities for improvement to the physical systems that help the Council deter crime on the transit system. One recent example is the upgrade of light rail vehicle cameras to allow police to view the cameras in real-time to identify crimes in progress and to respond as crime reports occur, as opposed to needing to bring the vehicle into the maintenance facility to download the footage. Safety and security will continue to be a focus for the Council moving forward, including safety related to the COVID-19 pandemic. As reviews and strategies come forward, there will be additional opportunities for public engagement on this topic in the future. Comment forwarded to Metropolitan Council Police Review Process. No change recommended.

12.0 Mark Hughes	Metro Mobility	Poor customer experience on Metro Mobility	I Think as our population grows older we have to have better management of the Met Council Metro Mobility and the Met Council they are lacking in this area on 12/13/2019 it took me an hour and 49 minutes to go 6 miles on 11/15/2019 U am told by a passenger who was wearing a habit that I was un her space the Driver had invited me to sit in the front position of the bus instead of arguing I moved to the back of the van	Web form	Ensuring a positive passenger experience on the regional transit system is one of the objectives of the Transportation Policy Plan. This comment will be shared with Metro Mobility staff. No change recommended.
13.0 Harrison Deckard	Highway projects	Closure of Dale Ave exit from I-94 and easing up on regional highway projects	Well, I was driving to get to Mississippi Market on Dale and Selby...but the Dale Ave exit from I-94 was closed. I don't know if that was because of walking or a larger I-94 initiative., but the next exit was all the way to Marion...so I had to double back. Could we take it easy on some highway projects and just concentrate on city streets (potholes or mill & overlay?).	Facebook - open streets post	As our highway system ages and faces growing usage, construction projects are required to maintain it in good working order and improve it for current and anticipated issues. Roadway authorities make many efforts to minimize the impacts of construction from working at night, individual lane closures, incentives to contractors for speedy completion and many others.
14.0 John Fontecchio	Open streets	Eliminating cars	This is humorous. You have been trying to eliminate cars for years and have found a great excuse to close more roads. Never let a crisis go to waste. Build more light rail because that worked so well for the citizens during the outbreak. 😊 Please just be honest with your intent, eliminating cars.	Facebook - open streets post	The Transportation Policy Plan includes all modes of travel in the region, with a chapter focused on Highways. The plan does not propose eliminating the use of cars.
14.1 John Fontecchio	Electric Vehicles	Charging fees for charging electric vehicles	Those that use the charge stations need to pay for the electricity used to charge their "vehicles"!	Facebook - electric vehicle post	Individual public and private providers of electric vehicle charging stations decide whether and how much to charge for this service. They consider factors such as a desire to accelerate the benefits of electric vehicles (e.g. climate mitigation and public health), cost recovery, impacts on usage and many others.
14.2 John Fontecchio	Telework	More people teleworking means light rail is a waste of money, shouldn't be built	Since many are working from home let's stop wasting our tax dollars buy not building any additional light rail lines that just become mobile housing for the homeless.	Facebook - telework post	The Council will continue to monitor changes in travel patterns resulting from the COVID-19 crisis and make adjustments to the plan, if needed. This analysis is included in the Plan's Work Program. The Council supports building a multimodal transportation system that includes a variety of travel options for the people of the region. Light rail transit has been successful to date in increasing access to destinations for many regional residents as evidenced by ridership numbers beyond the project forecasts. These lines have also helped spur economic development along them, supporting more housing, businesses, and jobs for the region. The light rail lines were identified through extensive corridor and regional planning with robust engagement processes and are well supported by the communities along the lines and by the funding partners that have committed to providing the local funding for the projects. No change recommended.
14.3 John Fontecchio	Transportation and greenhouse gases	Internal combustion engine vehicles have many advantages over electric vehicles and electric vehicles are just as bad for climate change	I drive a Chevy Suburban for a few of reasons! 1) it is a big safe vehicle 2) since it runs on fossil fuels I do not need to worry about finding a charging station and then wait for hours for my vehicle to charge, 3) I need it to pull my boat, my ATV and other toys! All of electric vehicle owners that feel that they are lowering their carbon footprint are delusional. Where do you think the electricity come from, solar panels, wind turbines? Nope fossil fuel or nuclear power plants. (Same goes for the limited flexibility light rail fiasco). So keep fooling yourselves into thinking that you are woke and thank you for not using the gasoline that my a Suburban uses.	Facebook - Transportation and greenhouse gas post	There are currently a number of use cases where a traditional internal combustion engine vehicle is best however there are a growing number and type of electric vehicles that can reduce fueling and maintenance cost for owners and reduce the climate and public health impacts of transportation. In the Twin Cities we have a greater share of renewable energy than many places and our utilities have plans to further improve this.
14.4 John Fontecchio	Transit Investment	Light rail lines are not a good investment of taxpayer money	Stop the future builds of any of the light rails lines. They are a waste of taxpayer money and become rolling homeless shelters. They meet the needs of a very, very, very small portion of the tax payers that pay for them.	Facebook - Transit COVID-19 post	The Metropolitan Council supports building a multimodal transportation system that includes a variety of travel options for the people of the region. Light rail transit has been successful to date in increasing access to destinations for many regional residents as evidenced by ridership numbers beyond the project forecasts. These lines have also helped spur economic development along them, supporting more housing, businesses, and jobs for the region. The light rail lines were identified through extensive corridor and regional planning with robust engagement processes and are well supported by the communities along the lines and by the funding partners that have committed to providing the local funding for the projects. The Council agrees that light rail trains are not dignified substitutes for shelters or housing and has partnered with local and state officials to address the increase of unsheltered homelessness on transit. As one step to address the needs of people using trains as shelter, the Metro Transit Police Department created the Homeless Action Team (HAT) in 2018. HAT works to connect people with services and housing. Police officers and Met Council's HRA staff work together to identify and refer people who use the transit system as a substitute for appropriate housing Since September 2018, 105 people have been placed in permanent housing. No change recommended.

15.0	Todd Hintz		Open streets	Extra space for walking and biking is nice to have	Some of the high traffic areas such as around Lake Bde Maka Ska get a tad crowded. It's nice to have the extra space for a stroll or ride.	Facebook - open streets post	Comment acknowledged. We will forward your comment to our local partners who made the decisions to temporarily change their local streets in this way.
16.0	Brian Mattson		Open streets	Bikes, not pedestrians, are better suited to use roadways that were temporarily changed to accommodate physical distancing for walking and biking during the COVID-19 pandemic.	Even your picture shows someone not following your stupid rules, I love it! Why you designate the roadways as pedestrian only and not for bike use is beyond dumb. Bikes are much better suited to use on the roadways. Not that it really matters because it doesn't appear that anyone is enforcing it anyway and everyone is just kind of doing what they want.	Facebook - open streets post	Changes made to roadways during the COVID-19 pandemic to provide additional space for people walking or biking were decisions made by the local agencies who own and maintain those roadways.
17.0	Mark Hansen		Telework	Positive telework experience	I am retired but my wife does work from home ! So so good.	Facebook - Telework post	Comment acknowledged. No change recommended.
18.0	Ella @huntresscyndy		Telework	Positive telework experience	Working from home has been a blessing and the ability to continue to do so should seriously considered by all businesses and especially public agencies. So grateful!	Twitter - Telework post	Comment acknowledged. No change recommended.
19.0	Phil Blackbird Cross		Metro Transit Police Department	Metro Transit Police should use public transportation instead of squad cars	Get rid on the MetroTransit squad cars and put the officers in uniform on the buses and trains. There is no need for them to have separate transportation. If they need to arrest someone, local police can transport suspects to jail.	Facebook - Event post	Metro Transit police require squad cars to provide mobility to various locations throughout the full extent of the regional transit system. Calls for Metro Transit police can be directly to incidents on a transit bus or rail vehicle or often can occur at stations, bus stops and other related transit facilities. The squad cars provide for quick response and mobility as is often needed in serious situations.
20.0	Robert Gerhart		Safety on transit	Transit carries dangerous people to locations.	Metro Transit: Taking people you don't want to places you want them to be, on your dime! Now: improved, with 22% more stabiness. (Just ask the MOA.)	Facebook - Event post	The transit system is a public service needed by many individuals throughout the region to reach their places of work, school, shopping and other daily needs. The Metro Transit police exist to minimize and respond to dangerous incidents that can occur on the public transit system. A major goal of Metro Transit is to keep the system safe for all users.
21.0	R. Schleyer	THE SOCIETY FOR FACES	Transit station areas	Poorly designed, ill-kept, and poorly maintained LRT stations and bus stops.	The entire LRT station management (2019-2020) is inept and disinviting. Putting "Biffos" in station areas in practice invites disease, odor, and disgust. There is used toilet paper everywhere. The passenger areas of trains are also ill-kept. Vandalism is obvious and widespread (scratches, ripped-off signage, etc.) Laws against eating, noise, profanity, and failure to pay fares are in practice ignored. The station platforms are hangouts for delinquents, layabouts, and drug dealers. They are full of spit and garbage, with fixtures (such as heating elements) often vandalized and broken. The law says: PAID FARE AREA ONLY. This law is completely ignored (or at least skirted) at Central Station, Union Depot Station, and others. Layabouts harass and threaten passers-by, deal drugs, smoke, and throw litter and garbage everywhere. Union Depot station is especially disgusting and dangerous--it should be the crown jewel of LRT operations along with Target Field Station but is not. These aspects of LRT operations have gone steadily downhill since the Green Line was opened. The problem of people sleeping on trains has not been solved and promises to get worse in the 2020-2021 winter. The essence of the problems described is that THE LAWS ARE NOT ENFORCED. Failure to enforce the laws makes the transit system uninviting and is a main cause that the system is uniformly feared and loathed by God-fearing, decent people and is subject to conservative political criticism as inviting crime, indecency, filth, and "urban problems" to the suburban	Web form	Ensuring a positive passenger experience on the regional transit system is one of the objectives of the Transportation Policy Plan. The Council recognizes that the conditions on our transit system must be clean, safe, and secure. There have been a number of recent initiatives, including increasing staff time dedicated to cleaning light rail trains when they are in service and increasing the number of public facilities workers to address maintenance and sanitation at transit stops and stations. As one step to help address issues of using trains as a place to sleep, the Metro Transit Police Department created the Homeless Action Team (HAT) in 2018. HAT works to connect people with services and housing. Police officers and Met Council's HRA staff work together to identify and refer people who use the transit system as a substitute for appropriate housing. Since September 2018, 105 people have been placed in permanent housing. Additionally, the Metropolitan Council is conducting a comprehensive review of the Metro Transit Police Department's policing policies, practices, and relationships. This review will require robust and authentic public engagement. The Council will rely on people across our region to ensure the review is informed, comprehensive, and substantive. The Council looks forward to hearing from community members, policymakers, and staff who regularly interact with and depend on transit police. This comment will be shared with Metro Transit staff. TPP comments pertaining to transit policing will also be considered as part of the Metropolitan Council Police Review. No change recommended.
22.0	Nancy Stier		Red Line schedules	Request for updating Red Line schedules	Stops at 147th St. and 140th St. should be removed from the schedules as the bus is currently not stopping there! Thanking you for updating the online schedules. Thanks,	Web form	Comment to be forwarded to Metro Transit. The Transportation Policy Plan does not include detail on transit schedules. No change recommended.

23.0 Jeremy Hop	Transportation and greenhouse gases	Support for transit, biking and walking as alternatives to driving	We use transit regularly and own a fully electric vehicle. We also bike and walk as transportation options.	Facebook - Transportation and greenhouse gases post	Comment acknowledged. No change recommended.
24.0 Mike Mueller	Transportation investment	Use funding to help Ramsey County citizens.	You should be looking at transferring some of the funds used to fight something that does not exist to programs that actually help citizens of Ramsey County.	Facebook post - Transportation and greenhouse gases	Comment acknowledged. Many of the transportation investments included in the Transportation Policy Plan will provide improvements for the residents of Ramsey County.
25.0 Andy Dreier	Transit service schedules	Increase Northstar frequency for shift work	More trips for Northstar would be helpful. The current schedule is not beneficial to those of us who work 2nd or 3rd shift.	Facebook - Transportation and greenhouse gases	Comment to be forwarded to Metro Transit. The Transportation Policy Plan recognizes the importance of access to destinations (e.g. jobs) and transit is a key component of that goal. However, the Plan does not include detail on transit schedules and no expansion of Northstar service is currently anticipated in the Plan. No change recommended.
25.1 Andy Dreier	Transit COVID-19	Increase physical protection for drivers and disease control on transit	Plexiglass shields for the drivers, for physical protection and for disease control.	Facebook - Transit COVID-19 post	Ensuring passenger and operator safety are listed as transit related objectives of the Transportation Policy Plan. Comment to be forwarded to the respective staffs of the region's transit service providers. No change recommended.
26.0 Kenny Fennell	Investment strategy	Invest in transportation with a climate change and equity framework	Please organize your transportation investments using a climate change and equity framework. Also please make it easier for people to engage with this report.	Web form	As we work toward the 2050 update for this plan, we will be looking at all aspects of engagement and how we can improve access to the plan for all users, as well as how the plan addresses climate change and equity more clearly across the document.
27.0 James McCluskey	Transit safety	Concerns about increase in crime, harassment, and personal safety and security on transit	I will never ride the public transportation system again after enduring multiple harassments committed mostly by people of color.....I must now look for alternative transportation.....	Web form	Safety and security on the regional transit system is one of the goals of the Transportation Policy Plan. The Council is aware and regularly hears about issues from customers and bus drivers, in particular. The Council is committed to improving the safety and security of the transit system for both customers and employees, as this is an essential aspect of the customer experience on transit. There are a few initiatives that are worth noting that are ongoing in this regard. <ul style="list-style-type: none"> <li>• The Council is conducting a comprehensive review of the Metro Transit Police Department's policing policies, practices, and relationships. This review will require robust and authentic public engagement. The Council will rely on people across our region to ensure the review is informed, comprehensive, and substantive. The Council looks forward to hearing from community members, policymakers, and staff who regularly interact with and depend on transit police. TPP comments pertaining to transit policing will also be considered as part of the Metropolitan Council Police Review. Comments received on the Transportation Policy Plan will be shared with that process.</li> <li>• At the request of the Council, Governor Walz proposed legislation in the 2019 legislative session to provide the Council authority to create an administrative citations for fare evasion program. The Council is exploring alternatives to policing, such as administrative citations for fare evasion, which This would allow the transit system to have personnel who are not sworn police officers to non-police transit personnel inspect fares and provide a more prominent non-police presence on our system. The hope is that this flexibility would lead to an overall greater crime deterrent presence on the transit system.</li> <li>• In 2019 and 2020, Metro Transit authorized additional resources to provide for more police presence on the system. Metro Transit has created a Transit Response Unit within the Metro Transit Police Department to strengthen efforts to address violations on transit.</li> <li>• There are also recent and planned opportunities for improvement to the physical systems that help the Council deter crime on the transit system. One recent example is the upgrade of light rail vehicle cameras to allow police to view the cameras in real-time to identify crimes in progress and to respond as crime reports occur, as opposed to needing to bring the vehicle into the maintenance facility to download the footage. Safety and security will continue to be a focus for the Council moving forward, including safety related to the COVID-19 pandemic. As reviews and strategies come forward, there will be additional opportunities for public engagement on this topic in the future. Comment forwarded to Metropolitan Council Police Review Process. No change recommended.</li> </ul>

28.0 Michelle Johnson	Transit safety	Concerns about increase in crime, harassment, and personal safety and security on transit	How about some police presence instead of ambassadors.	Facebook - Transit COVID-19 post	Safety and security on the regional transit system is one of the goals of the Transportation Policy Plan. The Council is aware and regularly hears about issues from customers and bus drivers, in particular. The Council is committed to improving the safety and security of the transit system for both customers and employees, as this is an essential aspect of the customer experience on transit. There are a few initiatives that are worth noting that are ongoing in this regard. • The Council is conducting a comprehensive review of the Metro Transit Police Department’s policing policies, practices, and relationships. This review will require robust and authentic public engagement. The Council will rely on people across our region to ensure the review is informed, comprehensive, and substantive. The Council looks forward to hearing from community members, policymakers, and staff who regularly interact with and depend on transit police. TPP comments pertaining to transit policing will also be considered as part of the Metropolitan Council Police Review. Comments received on the Transportation Policy Plan will be shared with that process. • At the request of the Council, Governor Walz proposed legislation in the 2019 legislative session to provide the Council authority to create an administrative citations for fare evasion program. The Council is exploring alternatives to policing, such as administrative citations to non-police transit personnel inspect fares and provide a more prominent non-police presence on our system. The hope is that this flexibility would lead to an overall greater crime deterrent presence on the transit system. • In 2019 and 2020, Metro Transit authorized additional resources to provide for more police presence on the system. Metro Transit has created a Transit Response Unit within the Metro Transit Police Department to strengthen efforts to address violations on transit. • There are also recent and planned opportunities for improvement to the physical systems that help the Council deter crime on the transit system. One recent example is the upgrade of light rail vehicle cameras to allow police to view the cameras in real-time to identify crimes in progress and to respond as crime reports occur, as opposed to needing to bring the vehicle into the maintenance facility to download the footage. Safety and security will continue to be a focus for the Council moving forward, including safety related to the COVID-19 pandemic. As reviews and strategies come forward, there will be additional opportunities for public engagement on this topic in the future. Comment forwarded to Metropolitan Council Police Review Process. No change recommended.
29.0 Ricky Bentley	Transit COVID-19	Concern about smoking and sleeping on light rail, and loitering at station areas.	People not smoking on light rail. People not sleeping on the trains. Not having people around a area if they do not take train like 5th in st paul.	Facebook - Transit COVID-19 post	Passenger safety and comfort while using the regional transit system are listed as objectives of the Transportation Policy Plan. Comment to be forwarded to Metro Transit. No change recommended.
30.0 Adam Braaten	Transit Investment	Sell the transit system, save taxpayers money.	Sell it and lose the liability, protecting taxpayers from future expenses.	Facebook - Transit COVID-19 post	Comment acknowledged. No change recommended.
31.0 Mca Voight	Transportation investment	Invest in transit, minimize climate change impacts of vehicles and reduce airport noise.	Please invest in transit access for poor people, getting fossil fuel burning vehicles off the road, and controlling airplane noise levels.  Future generations rely on you.	Web form	Comment acknowledged. Major goals articulated within the Transportation Policy Plan are to provide affordable, multi-modal access to destinations throughout the region and to minimize the impacts of the transportation system on health and the environment, including both reducing climate change impacts and airport noise. In particular this version of the plan calls for a major study to accelerate adoption of electric vehicles within the region in order to minimize climate impacts. The recommendations of this work will be included in future plan updates.

<p>32.0 Jill Robison</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>32.1 Jill Robison</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

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<p>34.0 Ariel Kagan</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>We've seen during the pandemic that we need more walking/biking paths, not more roads for cars. Use this time to shift our city for the better!</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>35.1 Jennifer Harmening Thiede</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>36.0 Bryan Wyberg</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>I believe it is imperative that we increase the fast transit options available so that folks can move efficiently and quickly all across the metro area. We do not need more lanes. We need smart transit options.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>36.1 Bryan Wyberg</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>37.0 Cindy Buschena</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>What the Twin Cities metro area needs is efficient, convenient, and affordable options to get where we need to go. Fast transit. Better bike lanes. Safer streets for everyone.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>37.1 Cindy Buschena</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

38.0 Leslie MacKenzie	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>As a person who lives in a rural area but drives into the cities for work, I believe we would be much better served by adding more bus routes for rural-to-urban travel, proactively promoting ride-sharing/carpooling, providing more vanpools, and adding more park-and-rides in suburban and rural communities. I know COVID has made public transit difficult but that won't last forever. We need to be building transit capacity that is much less toxic to our environment.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>39.0 Antonio Pacifico</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>39.1 Antonio Pacifico</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>40.0 Kelsey Brodt</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>40.1 Kelsey Brodt</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

41.0 Doug Jost	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
41.1 Doug Jost	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

41.2 Robert H Albers	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
42.0 Robert H Albers	Parking	Promote best practice in parking policy	The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>
42.1 Robert H Albers	Electric vehicles	Promote and refine electric cars	Work on promoting and refining electric cars.	Web form	We agree that moving toward electric vehicles is an important climate mitigation strategy within transportation and additionally has significant public health benefits. The Transportation Policy Plan's Work Program includes an electric vehicle planning study to accelerate adoption and we anticipate this work to be well underway during 2020.

43.0 Amelia Narigon	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
43.1 Amelia Narigon	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

44.0 Vicki Smith	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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45.0 Gerald Nolte	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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46.0 James Kalb	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Think about the future, not the past or present.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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47.0 Charles Fitze	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.	Email	The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway
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48.0 Larry Bogolub	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>49.0 Susan Macpherson</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>There is only a limited window to escape the devastating effect of continuing our current polluting practices. We have to change our ways and we have to do it now. Please take us in the right direction.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>49.1 Susan Macpherson</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>50.0 Peggy Erickson</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>50.1 Peggy Erickson</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

51.0 Sheila Maybanks	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Not enough transit in the suburbs Why are planners and developers still being so car centric? Lets plan for the future, not the past!</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
51.1 Sheila Maybanks	Parking	Promote best practice in parking policy	<p>Too many parking spaces in retail areas!</p> <p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>52.0 Linda Neukircher</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>52.1 Linda Neukircher</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

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<p>54.0 Karen Javurek</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>56.0 Elizabeth and Wayne Paulson and Mayer</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>56.1 Elizabeth and Wayne Paulson and Mayer</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

57.0 William 'Skip' Dykoski	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>We need climate friendly solutions!!!</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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58.0 Betsey Porter	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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59.0 Cora Preston	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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59.2 Brayden Mahoney	Transit Investment	Expand the METRO system in the Twin Cities and create a more reliable bus system	<p>I love Minneapolis and St. Paul, but if I had one criticism it would be about the public transportation. I love big cities with metro systems because they're fast, green, and attractive when seen moving throughout the city. I would urge you to increase the metro system in the Twin Cities and create a more reliable bus system as Metro Transit is frequently late on their routes which is dangerous in cold, Minnesotan winters. We need to invest in green infrastructure to build the path for a sustainable and environmentally just future.</p>	Web form	<p>The TPP includes funding for nine additional METRO lines to open by 2040. This is a significant transit expansion for the region relative to today's five METRO lines. The Council and its transit partners are continuing to explore additional funding to accelerate the build out of a transit system that better serves the region's residents and businesses, which is represented in the TPP by the Increased Revenue Scenario. The legislature has indicated support for general obligation bonds for several arterial bus rapid transit lines and the Council and the Transportation Advisory Board are in the process of allocating up to \$25 million to an additional METRO line that would be reflected in the 2022-2025 Transportation Improvement Program (TIP). There are also improvements being planned or considered for the local bus system with a focus on speed and reliability. Metro Transit, the region's largest transit provider, is currently working on an effort called Network Next that will explore additional improvements. You can learn more at <a href="https://www.metrotransit.org/network-next">https://www.metrotransit.org/network-next</a>. By and large, the TPP includes the largest commitment to transit expansion in the region's history, but the Council and its transit partners share your desire to continue to do more to make the transit system one of the best in the country. No change recommended.</p>

60.0 Brayden Mahoney	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>62.0 Vicki Drake</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>63.0 Hilary Reeves</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Hello transportation leaders, It is time to shift thinking about transportation planning and spending, which means to de-prioritize spending on private autos and shift funding to transit, bicycling, walking and the ways these modes connect to give people more affordable options to get around where they live and to get to opportunities, such as education and jobs. This kind of access is fundamental to healthier lives. At this time of heightened awareness of persistent inequality and of the effects of climate change, we have to make a break from the past. Too often transit and connecting modes fight for a small pie of funding while roads are extended without comparable hoops to jump through. This is, as my grandmother (who was saucy) would say, bass-ackwards. Affordable connectivity is where it&amp;#39;s at. Please shift your priorities. Put jobs and housing along high capacity transit. Make neighborhoods safe for people walking and bicycling. All neighborhoods. We need to show that we can be intentional about including neighborhoods too long ignored. We need to show we can build a future with affordable, healthy opportunity for all Minnesotans - in the cities and suburbs and rural areas too.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>63.1 Hilary Reeves</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>64.0 Scott Russell</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>64.1 Scott Russell</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

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65.1 Jean Greenwood	Parking	Promote best practice in parking policy	The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

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<p>68.0 Denise Marlowe</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>68.1 Denise Marlowe</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>69.0 Natasha Villanueva</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>I support transitioning to completely renewable energy and happily make sacrifices to bike, ride public transportation, and hope to one day own an electric car. We must convert transportation modes to make them more efficient and sustainable and ensure everyone is on board.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>69.1 Natasha Villanueva</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

70.0 Deborah L Steinmetz	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>71.0 Nicole Everling</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>71.1 Nicole Everling</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>72.0 Sten Severson</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>I bike to work until it is too cold and then I take the bus. Expanded bike lanes, more frequent bus service, expanded light rail system and regional rail are priorities for me so I can drive less and do more.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>72.1 Sten Severson</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>73.0 Anthony Hirschman</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>73.1 Anthony Hirschman</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

74.0 Brian Adams	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
74.1 Brian Adams	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

75.0 R A Fuller	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>NOAA has just announced over 20 named hurricanes for 2020, an all time record. Climate change s a big factor. Please emphasize clean transportation options.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota?s top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn?t mean we don?t pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state?s top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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76.0 Jonathan Eirten	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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77.0 Jerry Lee	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>We need to cut back on gas powered traffic in the Twin Cities and improve on mass transit systems to replace the automobile.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>78.0 Alana Hendrickson</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>78.1 Alana Hendrickson</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

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81.0 Paul Moss	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>82.0 Sheila Tran</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>82.1 Sheila Tran</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

83.0 Autumn Raw	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Invest in people and the planet, no more business as usual! Business as usual is killing us!</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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84.0 Tommy Markley	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>85.0 Tim Meinke</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>87.0 Daniel Dummer</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>87.1 Daniel Dummer</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>88.0 Martha Pott</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>I believe in mass transit and improved maintenance of our existing infrastructure.&amp;nbsp; Less cars on the road would be a win win.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>88.1 Martha Pott</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

89.0 Brian Wilkerson	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>I would like to be able to bike to work, or the library, etc. One of the problems is the lack of sidewalks. I'd rather not bike on the street, at least not busy ones.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
89.1 Brian Wilkerson	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>90.0 Kjirstin Campos</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>91.0 Audrey Kingstrom</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>91.1 Audrey Kingstrom</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>92.0 Elizabeth Stoltz</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>93.0 Ryan Baka</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>94.0 Julie Sell</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Safe, convenient and affordable transit options can link our neighborhoods, revitalize our economy and help save the environment. Please support transit.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>96.0 Delaney Russell</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Our future depends on clean transportation options. Time is running out to shift and I beg you to act now in ways that ensure a sustainable future for all in our community.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>97.0 Lisa Barry</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>100.0 Beatel Iliff</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>101.0 Molly Ludden</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>101.1 Molly Ludden</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>102.0 Adam Bastian</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>As a recent college graduate, I am concerned about Minnesota's future due to climate change and systemic racism, which continue to endanger lives of Minnesotans and millions of others around the world. Right now, I am urging you to adopt clean, equitable transportation options, such as, more walking paths, bike trails, and Metro/mass transit. The future of our state and our world starts with the actions we take today, and I am asking you to work with me to help make a difference. Thank you for your time and consideration.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>102.1 Adam Bastian</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>103.0 Keith Thompson</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>The world would be better off without the internal combustion engine. Let's work to minimize the carbon imprint of transportation. Single occupant vehicles need to be the exception, not the rule.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>104.0 Charles R Steffel</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>I want to be able to use an EV on National highways not only Interstate.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>104.1 Charles R Steffel</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>105.0 Frank Steinhauer</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>106.0 Kathleen Kaysinger</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>106.1 Kathleen Kaysinger</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>107.0 Michael Chutich</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>108.0 Pierre Gingerich-Boberg</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>We need options that prioritize bikes (not forcing bikes on bike lanes to stop every block), that provide cheap transit accessible to all, that facilitate mixed bike/public transit commuting options, that give access for all neighborhoods.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>108.1 Pierre Gingerich-Boberg</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>109.0 April Narcisse</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>109.1 April Narcisse</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>110.0 Adrianna Jereb</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>I live in St. Paul and do not own a car. I am reliant on my bike, my legs, public transit, and the occasional Lyft to get around. It is possible - but decision makers could make it a lot easier by investing in public transit, bike lanes, and walking paths. Those should be the priorities! Highways do not need to be expanded. I don't want my taxes to pay for something I rarely use, especially since there are many people like me who do not own cars, and who would greatly benefit if our public funds went to the transportation methods we can all use.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>112.0 Andrew Larson</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>113.0 Debbie Meister</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>No to road expansion. Yes to transit, bikes and pedestrians.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>113.1 Debbie Meister</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>114.0 Carie Stattman</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>114.1 Carie Stattman</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>115.0 Susan Kallman</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>I don't understand why adding more lanes to our highway infrastructure would be considered the solution to heavy traffic. Instead of encouraging car traffic, we should be investing in clean transportation options.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>115.1 Susan Kallman</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>116.0 Susan McNichols</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>We need more electric vehicle charging stations throughout the city and more public transportation. This will be crucial to achieve the Paris Agreement Commitments.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>116.1 Susan McNichols</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>117.0 Joshua Houdek</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>117.1 Joshua Houdek</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>118.0 Matthew Saxe</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>118.1 Matthew Saxe</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

119.0 Kristel Buck	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Bike, walking path's and mass transit are the best way to go!!!</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
119.1 Kristel Buck	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>120.0 Susan Metheney</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>This is your chance to be an innovator for Green Infrastructure!</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>121.0 Gavin Kraus</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>122.0 Ridwaana Allen</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Planning is all about looking towards the future we want. We want less automobile dependence and it's associated negative impacts and we want more sustainable transportation. The past is done but the future remains to be seen. I hope you can help contribute to a future better than past mistakes.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>124.0 Caitlin Boley</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Especially now as a viral infection that attacks our lungs and leaves lasting damage is decimating our communities and our economy and threatening our livelihoods, it is more clear than ever that we can no longer prioritize transportation that has a direct impact on our health by increasing air pollution. Increased air pollution, particularly from highways had been proven to lead to an increase in childhood asthma. Our families' lungs need to start as strong as possible.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>124.1 Caitlin Boley</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>125.0 Scott Dahlquist</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>COVID-19 will eventually pass, and people we will be able to put more people in mass transit. As a society we need to take steps away from designing everything around the single passenger car.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>125.1 Scott Dahlquist</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>126.0 Sarah Nurnberger</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>You got this! We need to act and prioritize clean transportation options. The science is here; be the leaders our children and our planet needs for their future.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>126.1 Sarah Nurnberger</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>127.0 Lois Marie Larson</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>127.1 Lois Marie Larson</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>128.0 Jennifer Krinke</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>I don't drive but rely on public transportation. Please make it easier for people like me to get where I need to go! Thank you.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>128.1 Jennifer Krinke</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

129.0 Jim Hawkins	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
129.1 Jim Hawkins	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>130.0 Danette Knickmeier</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>130.1 Danette Knickmeier</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>131.0 Brandon Allen</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>131.1 Brandon Allen</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

132.0 Lynn Fuller	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
132.1 Lynn Fuller	Parking	Promote best practice in parking policy	The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.	Web form	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

133.0 Melissa Partin	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>It is important to me that my State's leadership makes meaningful steps toward reducing air pollution caused by single occupancy vehicles. This can only be accomplished by halting construction of new infrastructure for single occupancy vehicles and using those funds instead to build up safe bike and pedestrian infrastructure and electrified public transit.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
133.1 Melissa Partin	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>134.0 Jon Lee</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>134.1 Jon Lee</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>135.0 Richard Newmark</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Encouraging biking and walking and transit will curb both the obesity And climate crisis pandemics.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>135.1 Richard Newmark</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>136.0 Rachel Schulman</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>136.1 Rachel Schulman</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>137.0 Adrian Bennett</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>My small residential street was a quiet place where children could play several years ago. Based on my systemic understanding of the neighborhood, I contend it is likely most drivers are going to places under 5mi away. There is another way that is better for their wallets and our city. Keep housing costs in the city affordable and crucial service providers will not have to commute in on new freeways from cities they can actually afford.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>137.1 Adrian Bennett</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

137.2 Dick Ottman	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
138.0 Dick Ottman	Parking	Promote best practice in parking policy	The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>
138.1 Dick Ottman	Transit taxing authority	Give Metropolitan Council Transit taxing authority to raise revenue and not rely on the MN legislature.	It is extremely important to give Metropolitan Council Transit taxing authority so they can raise their own revenue and not rely on the MN legislature.	Web form	<p>Comment acknowledged. Changing the funding structure of the transit system would need to be accomplished through statute change by the Minnesota Legislature and signed by the Governor. Current law prohibits the Council from levying a property tax for transit operating purposes.</p>

139.0 Alice Madden	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>140.0 Ann Skoog</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>140.1 Ann Skoog</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>141.0 Lucy Elliot</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Time, energy and money should be dedicated to fixing people issues, not enhancing transportation!</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>141.1 Lucy Elliot</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>142.0 Maryann McMahan</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Now that there are a lot more people riding bikes, it's a great time to prioritize clean options for getting around.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>142.1 Maryann McMahan</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>143.0 Joseph Rojas</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>I have used exclusively public transit for six years in our city and I know from personal experience that this is what we need! I need more reliable, more frequent, faster transit with more bikers and walkers and less cars on the road! Less noise pollution, less literal pollution. This is a win, win, win for our city.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>143.1 Joseph Rojas</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>144.0 Rich Nymoen</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>144.1 Rich Nymoen</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

145.0 Devin Tomson-Moylan	Parking	Promoting best practice on parking policy in the region.	The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.	Web form	The Transportation Policy Plan does include some references to parking’s role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding ( <a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a> ), and our Surface with Purpose Tool ( <a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a> ). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council’s Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a> . Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.
145.1 Devin Tomson-Moylan	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>I grew up in the Twin Cities, a proud resident of Saint Paul and alumnus of Carleton College. I greatly valued the ability to bike along the river pathways and navigate the city without driving an individual car. I want to see the Twin Cities continue this trajectory by innovating our pedestrian, bike, and public transit infrastructure to make it fun, healthy, convenient, and efficient to travel locally without the need for a car. This in turn makes our cities a more equitable place to live.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota’s top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn’t mean we don’t pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to</p>	Email	The draft TPP stresses investing in a wide variety of multimodal projects that meet our region’s transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region’s transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region’s transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region’s inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB’s funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP’s regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren’t limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP’s Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway

<p>146.0 Leanne Segersin</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>As someone who suffers from anxiety while driving and traveling in general, it is important to me to have more mass transportation both for mental health and environmental reasons.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>146.1 Leanne Segersin</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>147.0 Cheryl Ritenbaugh</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>147.1 Cheryl Ritenbaugh</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

148.0 Amy Grace	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
148.1 Amy Grace	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

149.0 N Gardner	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Make public transportation and infrastructure a priority in our city. We don't need more highways and parking ramps.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
149.1 N gardner	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

150.0 Amelia Shoptaugh	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
150.1 Amelia Shoptaugh	Parking	Promote best practice in parking policy	The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>151.0 Katie and Rick Fournier</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Please improve our public transit system! More routes, going more places! Such expansion will make public transit more equitable and available to everyone who needs it.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>151.1 Katie and Rick Fournier</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>152.0 Pamela Thinesen</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>152.1 Pamela Thinesen</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>153.0 Ellen Jaquette</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Prioritizing highway expansion is not a long-term solution to our transportation and climate crisis. I encourage you to take bold action and think about future Minnesotans and what is sustainable economically and environmentally.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>153.1 Ellen Jaquette</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

154.0 Daniel Tikk	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>The choice of how we prioritize transportation infrastructure is key to economic development and the health of the people of our state. Getting people out of cars and into mass transit, bikes, and walking will promote small business foot traffic, improve the air quality for those who live closest to major roads, and will lead to more active and healthy citizens. Much of the negative health outcomes in our country can be traced back to the transportation choices of the past and our over-reliance on personal vehicles. Promote economic activity by getting people out of cars to more easily be able to stop into local businesses, removing the need for as much parking and roadways to promote a greener and healthier community. The way to improve our society is by improving our transportation options.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>155.0 Rebecca Shedd</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>155.1 Rebecca Shedd</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>156.0 Erin Henry</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>For my family, the bike commuting lifestyle has resulted in stress reduction, better fitness, and more enjoyment of our neighborhood and city. But we are very fortunate to have good bike access to our home and workplaces. I really believe that if the city invests in biking infrastructure, it will result in a healthier and more connected population, besides making it possible for more people to access business areas.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>156.1 Erin Henry</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>157.0 Deborah Alper</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>I am 76 years old my husband 84. We live in st.Paul and mostly bike To get around in the summer and walk and use transit in the winter. Our car is used occasionally for trips out of town. Every time we make such a trip we're struck by the many massive, intricate road projects cutting through our communities: flyovers and bridges adding negatively to the urban landscape near downtown Minneapolis, the highway lanes heading north from downtown St. Paul to name a few. All this, while poor, old St. Paul barely can manage to patch the many potholes we see on the streets every day, or find the money to complete a downtown bicycle loop. I hope the council will prioritize local needs of this type that add appreciably to the quality of life for citizens. In your review of TPP and TIP, please consider the long term negatives of more highway building.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>157.1 Deborah Alper</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

158.0 Steven Steele	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
158.1 Steven Steele	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>159.0 Elissa Schufman</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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160.0 Nicholas Vorpahl	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>161.0 Kathryn L Giebenhain</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>While I live in AZ now, I was born and raised in the Twin Cities and I still go there to visit friends and relatives as often as possible. I believe MN is a leader to show the way for the rest of the country. Please prioritize walking, biking, transit infrastructure rather than more polluting highways. Also, explore and consider new materials technologies being used in other countries.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>161.1 Kathryn L Giebenhain</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

162.0 Tracy Stessman	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>163.0 Geoff Fisher</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>163.1 Geoff Fisher</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

164.0 Joel Jensen	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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165.0 Kathi Ha	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
165.1 Kathi Ha	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

166.0 Rich Kronfeld	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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166.2 Rich Kronfeld	Electric vehicles	Phase out internal combustion engines	Electric cars! School buses! Phase out ICE engines by a certain date!	Web form	We agree that moving toward electric vehicles is an important climate mitigation strategy within transportation and additionally has significant public health benefits. The Transportation Policy Plan's Work Program includes an electric vehicle planning study to accelerate adoption and we anticipate this work to be well underway during 2020.

<p>167.0 Laura Zilverberg</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>167.1 Laura Zilverberg</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>168.0 Martha Krikava</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>168.1 Martha Krikava</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

169.0 Anne Bishop	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
169.1 Anne Bishop	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>170.0 Sarabear Kelly Modlin</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>170.1 Sarabear Kelly Modlin</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>171.0 Mandie Flint</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>171.1 Mandie Flint</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

172.0 Teresa Schneider	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>It's past time to get people out of cars and into public transportation!</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
172.1 Teresa Schneider	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>173.0 Jessica Rocheleau</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>173.1 Jessica Rocheleau</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>174.0 Gretchen Bratvold</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Transportation policy can and must address climate change and systemic racism. Address both of these issues at once by expanding fast and efficient mass transit.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>174.1 Gretchen Bratvold</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>175.0 Samantha Coolidge</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>176.0 Lucretia Blair</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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177.0 Lisa Mills	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Please help us protect the future for our kids and grandkids.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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178.0 Stacie Hammes	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climat change is crucial</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>179.0 Jennifer Munt</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>180.0 Liina Laufer</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>181.0 Jerome Comeau</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>182.0 Lindsay Simons</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Mass public transportation is far more scale-able than highways. Picture us in 100 years. 2120. Will we be all highway, with business and residence cropping up in the medians? Please make decisions now that plan for cleaner, more efficient methods of transport.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>182.1 Lindsay Simons</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

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<p>184.0 Christina Wong</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>184.1 Christina Wong</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

185.0 Dennis Hauck	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Please suppose public transportation such as light rail.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
185.1 Dennis Hauck	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>186.0 Kaitlyn Denten</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>This issue is extremely important to me because I am a student in college, and I see the value in protecting the planet so my kids may be able to enjoy the same parks and natural resources that I did when I was a child.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>186.1 Kaitlyn Denten</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>This issue is extremely important to me because I am a student in college, and I see the value in protecting the planet so my kids may be able to enjoy the same parks and natural resources that I did when I was a child.</p> <p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>187.0 Marya Hart</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>I rely on public transportation, and look forward to the day when everyone in the metro area can have safe, clean, efficient public transit. We need less cars and more buses and trains--for the health of our community and of our planet. Please do the right thing.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>187.1 Marya Hart</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

188.0 Andrew Cook	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
188.1 Andrew Cook	Parking	Promote best practice in parking policy	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>189.0 Alicia Chiaravalli</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>189.1 Alicia Chiaravalli</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

190.0 Hazel Pfeifer	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>With all the crises we're faces with, we cannot afford be remain stagnant in our energy policies. This is a step in the right direction. Please, let's look forward and see the world we want to leave as a better place than what we came into.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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191.0 Mathews Hollinshead	Transit corridors	The Blue Line Extension needs to be advanced, with suggestions for how to do so	<p>The Blue Line needs either (1) a new alignment or (2) a turnover in leadership on one or both sides or (3) acquisition of the BNSF Monticello Division by constructing a new spur across the Mississippi, through Xcel's surplus Becker property slated for an industrial park, and connecting to the BNSF mainline along Highway 10. That would serve BNSF's remaining shippers on the current Monticello Division, or they could be moved north of the Mississippi.</p>	Web form	<p>The Council is committed to advancing the METRO Blue Line Extension and bring important transit expansion to the northwest metro. The draft 2040 Transportation Policy Plan was edited to reflect the latest status of the locally preferred alternative and ongoing project delivery efforts. "As of late 2020, due to the inability to secure colocation rights on the BNSF right-of-way, Hennepin County and the Metropolitan Council are exploring ways to deliver the Blue Line Extension project without the use of BNSF right-of-way."</p>

191.1 Mathews Hollinshead	Transit corridors	The Gold Line should move higher in FTA CIG rankings or risk not getting a federal FFGA.	The Gold Line should move higher in FTA CIG rankings or risk not getting a federal FFGA.	Web form	The Council is working hard to advance a number of projects in the FTA's Capital Investments Grant program, including the METRO Gold Line. In February 2020, the Gold Line received an overall rating of Medium-Low from the FTA, which was based on some late and unanticipated 2019 ridership modeling assumptions by the FTA. Additional park-and-ride capacity was added to the project in coordination with local partners and the FTA, which is projected by staff to boost the rating to a Medium or Medium-High. That additional scope has been environmentally cleared and is incorporated in the 60% design. Although the FTA has not formally re-rated the Gold Line, FTA staff are aware of the scope modifications and concur with the resulting ridership modeling improvements and they have indicated a formal re-rating would be conducted after the risk assessment this fall. No change recommended.
191.2 Mathews Hollinshead	Transit corridors	The Riverview Corridor LPA would be better with dedicate ROW, and service through the Ford Site.	The Riverview Corridor LPA could be greatly improved if changed to feature (1) dedicated ROW where it currently runs in mixed traffic, and (2) service to and through Highland Bridge (the Ford Site). At a minimum, the TIP should anticipate funding purchase of the CP Rail Spur for a transitway, something supposed to be studied by agreement between St. Paul and Ramsey County but not yet initiated. Also logical but absent is a possible transitway river crossing from SW Highland Bridge to the Blue Line near the Veterans Hospital at about half the cost of the Fort Snelling crossing and tunnel now envisioned part of the LPA.	Web form	Ramsey County is the lead agency for developing the Riverview project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration. No change recommended.
191.4 Mathews Hollinshead	Transit Investment	Inadequate investment in rail transit to support economic development in the East Metro.	Finally, there is a decided rail transit underinvestment in the East Metro, which in turn means there will be continued underdevelopment in the East Metro. Several lines once envisioned as rail — the Red Rock, the Rush, and use (including future acquisition) of CP Rail's Merriam Park Division (along Ayd Mill Road) for regional rail are instead absent or highway BRT, a mode that does little or nothing for economic development. Political polarization has paralyzed East Metro-area economic development by putting regional rail transit expansion off the table, while international competitors have no such barriers and push forward. The world's wealthiest country, and within it our region, one of America's most prosperous, have largely given up on using bold rail transit expansion linked to economic development it for new economic opportunity in our time of looming, multiple man-made economic and environmental crises and disasters. It is a tragedy.	Web form	The mode for each transitway investment is guided by a local planning process, usually led by a County in collaboration with cities, transit providers, and the Council. The process of identifying a locally preferred alternative is a thorough process that considers many factors including a substantial technical analysis, stakeholder engagement, and funding realities. The decision to not pursue rail service on these corridors is the result of these locally led processes and the significant deliberation, analysis, and stakeholder engagement included in them. The Council, along with the agencies leading East Metro transitway planning, support the outcomes of the locally led planning processes and do believe that bus rapid transit, particularly dedicated bus rapid transit as is planned for Rush Line and the METRO Gold Line, will contribute to increased economic development in the East Metro. This factor was a significant deciding factor in the local planning process. No change recommended.

<p>191.5 Mathews Hollinshead</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Web form</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>191.6 Mathews Hollinshead</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

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193.0 Barbara Thoman	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
193.1 Barbara Thoman	Parking	Promote best practice in parking policy	The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>
193.2 Barbara Thoman	Transit and active transportation	Provide municipalities assistance related to pedestrian-friendly land use and reduce dependence on driving.	How much vacant and underutilized land is there in the region where the Met. Council could promote redevelopment? Please strengthen the technical assistance you provide to municipalities about cost effective, pedestrian-friendly land use. This region is far too dependent on driving which increases inequality and harms our land, water, and air.	Web form	<p>The Transportation Policy Plan includes a number of resources on pedestrian-friendly land use planning in both the Land Use and Local Planning chapter and Bicycle and Pedestrian Investment Direction chapter. These concepts are further explored in a variety of program administered by the Council through the Regional Solicitation, Livable Communities Act, Regional Parks funding, and Transit-Oriented Development Guide. All of these programs have substantial staff resources dedicated to them to support local governments. The Council will continue to explore ways to improve this discussion and related resources for local governments, but our resources generally respond to specific requests being made by multiple local governments in which a regional need is identified. No change recommended.</p>
193.3 Barbara Thoman	Transit COVID-19	Promote transit heavily after COVID-19	The region needs a reset on public transit with a major promotional effort to ensure riders that it will be safe and comfortable to ride again.	Email	<p>Currently, the COVID-19 pandemic continues to spread throughout our region. During the pandemic, transit providers are following health guidance and taking steps to reduce risks to riders and employees. Post-pandemic transit providers should consider ways to assure riders that transit is still a safe option. This comment will be passed on to regional transit providers for consideration.</p>

<p>194.0 Jeanine Malec</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>194.1 Jeanine Malec</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

<p>195.0 Elizabeth Merryman</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>195.1 Elizabeth Merryman</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

196.0 Emily Marti	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
196.1 Emily Marti	Parking	Promote best practice in parking policy	The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.	Email	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>
196.2 Emily Marti	Transit and Active Transportation	Please prioritize improvements to pedestrian infrastructure and pedestrian safety.	I live in South Minneapolis and get around primarily on foot and using public transportation. There are many intersections in and near my neighborhood that have unsafe pedestrian crossings that desperately needs to be improved, both on city streets and county roads. Please prioritize improvements to pedestrian infrastructure in your planning work.	Web form	<p>In the third quarter of this year, the Council is beginning work on a regional Pedestrian Safety Action Plan that will analyze crash data and identify ways that our local partners can help improve pedestrian safety on their roadways. This work is scheduled to be completed next year, and we anticipate that this plan will also recommend ways to help evaluate roadway projects for pedestrian safety in our funding processes.</p>

<p>197.0 Sonja Meintsma</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>I believe that it is essential to create, pass, and support policies that allow for people to travel and move in modes that do not negatively impact the environment. I support electric vehicles and other alternative fuels, but the most impact will be by transitioning our transport from single-occupancy vehicles over to multi-modal transportation including by creating safe walkways and bike paths and expanding public transportation. Highways should not be our priority.</p> <p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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200.0 Sophia Pechaty	Roadway expansion and climate change	Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.	<p>Hi! I've lived in Minneapolis my whole life, so the Cities are really important to me. We so clearly lack a strong public transit system, and we have the funds to be so much better. Please, please prioritize clean, transit-/bike-/pedestrian-oriented infrastructure and maintenance of the spaces we already have responsibility for. We don't want highway expansion. Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the</p>	Email	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>201.0 Doreen Kloehn</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
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<p>203.0 Chad Martin</p>	<p>Roadway expansion and climate change</p>	<p>Stop expanding roadways and focus on investing in transit and active transportation to mitigate climate change.</p>	<p>Climate change poses an existential threat to our region. I am writing because the TIP and TPP in current form prioritize highway expansion over clean transportation options. This would continue the destructive status quo that has led to transportation becoming Minnesota's top climate polluter. It is well documented that expanding roadways, whether through lane expansions, adding HOV lanes as opposed to replacing existing ones and creating new flyovers or interchanges induces demand for driving. We need to reduce the amount of miles people drive to meet our climate goals. This requires investing in clean transportation solutions like walking, biking and transit instead of roadways.</p> <p>Just because federal funds are available for highway expansion doesn't mean we don't pay dearly for these projects in the long-term. We are already struggling to maintain existing infrastructure. Now is not the time to burden future budgets by investing in the state's top polluters: cars and trucks. I ask that each project in TIP be thoroughly evaluated on its climate impact and the document be amended to prioritize projects that will reduce vehicle miles traveled. This is needed to move our region towards a climate friendly future.</p> <p>The Met Council and MnDOT should halt investment in highway and roadway expansion ? prioritizing instead repair and reconstruction that focuses on safety and</p>	<p>Email</p>	<p>The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway</p>
<p>203.1 Chad Martin</p>	<p>Parking</p>	<p>Promote best practice in parking policy</p>	<p>The Met Council should take a more active role in promoting best practice on parking policy in the region. Abundant and subsidized parking has many negative effects including reduced housing affordability, flooding, air pollution, urban heat island effect.</p>	<p>Email</p>	<p>The Transportation Policy Plan does include some references to parking's role in the transportation system. In particular, Chapter 3 Land Use and Local Planning discusses parking demand management to support increased activity density and transit. There are two best practice links provided in this chapter as well. In addition to the general references provided in the Transportation Policy Plan, there are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning. For example, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/CVA.aspx</a>), and our Surface with Purpose Tool (<a href="https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx">https://metro council.org/Communities/Planning/Local-Planning-Assistance/Solar/Surface-with-Purpose-Interactive.aspx</a>). The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found at <a href="https://www.metrotransit.org/transit-oriented-development">https://www.metrotransit.org/transit-oriented-development</a>. Though parking standards are implemented through local policies and ordinances, the Metropolitan Council still strives to provide technical assistance for efficient use of land, especially given the current and growing impacts of climate change. The Council has not created regional policies or standards on parking; however, the Council may convene on this issue in the future if there is sufficient interest in the Council providing guidance to local governments. The Council is adding a work program item on travel demand management (TDM) that may include elements of parking demand and land use regulation. The scope for this study is still being discussed and its development will include collaboration with multiple regional partners to determine how TDM can be advanced as a collective regional strategy.</p>

204.0 Carver County	Carver County	Planning for B Minor Arterials and Collectors	Include analysis for the full federal aid system that includes B Minor arterials, and major and minor collector roadways.	<p>1. Planning for Federal-Aid Highways.</p> <p>a. Federal Planning Requirement - 23 CFR 450.324 specifies the requirements for the development and content of the metropolitan transportation plan. Section f.11.i. states "(f)The Metropolitan Transportation Plan shall, at a minimum include: (11)A financial plan that demonstrates how the adopted transportation plan can be implemented. (i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5) and public transportation (as defined by title 49 U.S.C. Chapter 53)."</p> <p>23 U.S. Code 101 specifies definitions and declarations of policy. Item 6 is the definition of Federal-aid highway: "The term "Federal-aid highway" means a public highway eligible for assistance under this chapter other than a highway functionally classified as a local road or rural minor collector."</p> <p>b. Draft 2040 TPP Update – The Metropolitan Council's Draft TPP Update identifies the Regional Highway System (Page 5.1 &amp; Figure 5-2) as roadways functionally classified as Principal Arterials and Minor Arterials identified as "AMinor Arterials." The Draft TPP Update excludes regional planning and analysis for Federal-aid highways</p>	Email	The Transportation Advisory Board n the past made a policy decision to restrict eligibility of the region's federal transportation funds allocated through the Regional Solicitation to Principal Arterials and A-Minor Arterial roadways. The Highway Investment chapter also primarily focuses its analysis on these same roadways as these are the roadways impacted by the investments included in the TPP. The Land Use chapter addresses lower roadway classifications and the Finance chapter accounts for revenues and spending on all levels of roadways. This approach has been approved by FHWA in their acceptance of several policy plans. Future discussions could take place whether the recommended change makes sense for the region as part of the 2050 TPP.
204.1 Carver County	Carver County	Interchange need and approvals	Interchange need justification can be based upon safety needs	<p>Appendix F: Preliminary Interchange Approval Process</p> <p>a. Draft 2040 TPP Update – Appendix F identifies evaluation criteria for interchange projects within the MPA. The evaluation criteria are defined as 1. Consistency with Local and Regional Planning; 2. Project Need; 3. Functional Classification; 4. Local Roadway Network and Access Management; and 5. Interchange Spacing. Criterion 2. Project Need is based on consistency with the Principal Arterial Intersection Study, completed in 2017. This study compares the magnitude of the problem at each at-grade intersection across the region. Criterion 2 also emphasizes that new interchanges be built as part of freeway or future freeway facilities and states "With few exceptions, a new interchange should be within the Metropolitan Urban Services area." Criterion 3. Functional Class states "Interchanges should only connect to principal arterials or principal arterial to an A-minor arterial."</p> <p>b. Request for Incorporation of Rural Considerations into the Preliminary Interchange Approval Process – The evaluation criteria defined in Appendix F are urban focused and provide a clear evaluation system for urban interchange preliminary review and approval. Certain rural areas, with often limited Principal Arterial travel options, also have a need for grade separated highway facilities. The County requests Criteria 2 and 3 be revised</p>	Web form	Pages F.3 and F.4. Appendix F will be changed to clarify that the Principal Arterial Intersection Conversion Study is not the only way to demonstrate need for an interchange and that interchanges in some cases can be an effective safety treatment where mobility is not a primary concern by adding this sentence "Interchanges are generally in response to primarily a mobility need, however they can be a solution to a persistent safety problem as well. Studies such as corridor studies, intersection studies and regional studies like the Principal Arterial Intersection Conversion Study can be helpful to demonstrate need." We also recommend updated text in appendix F to read as follows to clarify that although the Principal and A-Minor Arterials make up the primary highway mobility network in the region, there are cases where interchanges are appropriate off of this system. New text to be added: "Is the cross-street of the proposed project a principal arterial or A-minor arterial? If not, are there exceptional circumstances such as a persistent safety problem or a non-traditional design solution to avoid environmental impacts that could justify an interchange solution."

204.2 Carver County	Carver County	Fiscal Constraint for Transitway Funding	Include details on how planned transitways will be funded if federal Capital Investment Grants are not awarded.	<p>2. Fiscally Constrained Transit Planning Assumptions.</p> <p>a. Draft 2040 TPP Update – In Chapter 6: Transit Investment Direction and Plan, as part of the Transitway System Investment Plan, the transitway expansion projects assumed to be funded within the Current Revenue Scenario are described. The six projects assumed to be funded are: METRO Orange Line, METRO Green Line Extension, METRO Blue Line Extension, METRO Gold Line, Rush Line Dedicated Bus Rapid Transit, Riverview Modern Streetcar, and METRO D Line. Page 6.63 highlights the federal funding assumptions for transit expansion projects in the Current Revenue Scenario and states:</p> <p>i. “The Twin Cities region is in the midst of an aggressive build-out of the transitway system that will help shape the future of the region. To date, the region has been successful in advancing projects that have received substantial funding from the federal government’s highly competitive Capital Investment Grants program that includes New Starts and Small Starts grants. The region has been awarded over \$1 billion in federal funding for all three projects that have requested FTA funding. This Plan’s list of projects is no different, assuming around \$300 million per year in federally competitive capital expansion funds for at least the next decade.</p> <p>Six of the seven funded expansion projects (all except D</p>	Web form	The 2040 TPP does assume federal funding participation in our planned transitways through the Capital Investment Grant program. This is shown in the Transit Investment plan. If this federal funding does not materialize, then alternative funds will need to be identified to fill the funding gap or the project will be removed from the TPP's current revenue scenario. Identifying the funds will be the responsibility of the project lead agency. No change recommended.
205.0 Jay Severance		Planning role	Overall planning and control of the regional transportation network should be the responsibility of the Metropolitan Council. ☒	<p>• Overall planning and control of the regional transportation network should be the responsibility of the Metropolitan Council.</p> <p>o The Metro regional transportation network vision should be developed by the Met Council in conjunction with the various Metro municipal and county entities to assure a comprehensive and equitable transit system.</p> <p>o The vision should consider all forms of transportation and constraints of current and future development plans for the municipal entities. For example: the current plans for various forms of transportation are going forward – bikeways, streetcars, aBRT lines - without considering their interaction with each other, street capacities and congestion. I am particularly concerned about the impact of the Riverview Corridor streetcar on traffic in downtown St Paul.</p> <p>Approval, prioritization and coordination of funding and development of local and system-wide projects should be the responsibility of the Met Council, not individual counties or municipalities.</p>	Email	Planning for the regional transportation system, which includes the region's major highways (principal and minor arterial roads), major transitway and transit investments, and aviation system is the responsibility of the Council under state and federal law. State law (the Land Planning Act) requires the comprehensive plans of the region's local governments (counties, cities and towns) to be consistent with, and conform to, the regional transportation system plan. The Council is just concluding the process (which occurs every 10 years) whereby each local government is required to update it's long range comprehensive plan for review by the Council for consistency and conformance with the Transportation Policy Plan. For this recent process the 2015 version of the plan is the document used for review purposes, but with each update of the TPP we notify local governments of any system change and whether it requires an amendment to the local plan to remain consistent with the regional plan. This process is repeated after each census and will again begin in 2024. This planning process allows a strong level of coordination and cooperation between local governments and the Council as the regional planning entity to achieve both local and regional goals and desired outcomes.

205.1 Jay Severance		Riverview corridor	The locally preferred alternative for Riverview, as currently approved, has several deficiencies	Riverview Corridor LPA – This document is slated for review in December. The LPA as currently approved has several deficiencies: <ul style="list-style-type: none"> <li>☒ Operates at the same speed or less than the current bus serving the route.</li> <li>☒ Operates in shared traffic conflicting with autos, commercial and emergency vehicles impacting reliability and safety. A means of providing dedicated right of way for the entire route without further constricting traffic should be considered. Use of the CP Spur and tunneling under downtown or over or under the planned St Paul Riverfront development “cap”, should be reviewed as a solution for a dedicated right of way.</li> <li>☒ Does not serve the Ford Site development. Approval of the LPA required a separate study to recommend how to serve the Ford Site. This has not been done.</li> <li>☒ The LPA calls for crossing the River at Fort Snelling on a new bridge and tunneling under the Fort to join the Blue Line. This raises serious historical and cost concerns.</li> <li>☒ The Ford Site could be served by utilizing the CP Spur and crossing the River from the Ford site to join the Blue Line at the Veterans’ Administration Station, at a savings of \$250 million vs the Fort Snelling crossing.</li> <li>☒ The Met Council should require that these issues and optional approaches be considered in the Riverview Project LPA review and ongoing environmental studies.</li> </ul>	Email	Ramsey County is the lead agency for developing the Riverview project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration. No change recommended.
205.2 Jay Severance		Transit corridors	A suggested solution for the Blue Line Extension corridor regarding issues with BNSF right-of-way	oBottineau Blue Line Extension – The recent decision to seek another route due to the conflict with BNSF should be reconsidered. An alternative which would benefit both BNSF and the Bottineau is outlined in the following article, and should be investigated. <a href="https://regional-transit-advocates.constantcontactsites.com/blog/post/70904/a-way-out-for-becker-clearwater-monti-and-bottineau">https://regional-transit-advocates.constantcontactsites.com/blog/post/70904/a-way-out-for-becker-clearwater-monti-and-bottineau</a>	Email	The Council is committed to advancing the METRO Blue Line Extension and bring important transit expansion to the northwest metro. The draft 2040 Transportation Policy Plan was edited to reflect the latest status of the locally preferred alternative and ongoing project delivery efforts. "As of late 2020, due to the inability to secure colocation rights on the BNSF right-of-way, Hennepin County and the Metropolitan Council are exploring ways to deliver the Blue Line Extension project without the use of BNSF right-of-way."
206.0 Mary Morse Marti	Move Minneapolis	Bicycle and transit infrastructure	Applaud the plan’s investments in walking, bicycle and transit infrastructure and its commitment to supporting land use that complements these modes.	We applaud the plan’s investments in walking, bicycle and transit infrastructure and its commitment to supporting land use that complements these modes. These are proven strategies for reducing climate pollution, improving air quality, fostering economic vitality, and providing the essential right of mobility to all residents.	Email;#Letter	Comment acknowledged.
206.1 Mary Morse Marti	Move Minneapolis	Transit oriented development	Promote station area designs that prioritize mixed-use development as opposed to park and ride structures.	As our region’s transit system expands, we encourage amending the plan to promote station area designs that prioritize mixed-use development as opposed to park and ride structures. Park and ride structures are very expensive, single use investments that limit transit trips to narrowly defined uses. Transit oriented development allows for more car-light and car-free lifestyles and creates more resilient ridership.	Email;#Letter	The Transportation Policy Plan acknowledges the need for both park and rides and transit-oriented design. Park-and-ride facilities are often viewed as an interim solution for a station area until a market for development occurs and can mature around a station. This relationship is documented in station-area planning conducted by cities in collaboration with the Council and other corridor planning agencies. Park-and-ride lot design is left to the discretion of the transit authority responsible for its construction, though when the Metropolitan Council partners in investing in park-and-ride construction, it prioritizes projects that exhibit best practices in transit-oriented design. The Transportation Policy Plan also acknowledges that while opportunities still exist to expand park-and-ride capacity in certain locations, the system is not expected to expand as dramatically and quickly as past decades. No change recommended.

206.2 Mary Morse Marti	Move Minneapolis	Roadway expansion and climate change	Oppose freeway expansion projects included in Chapter 5, including adding lanes and constructing new arterial highways. Encourage a stronger fix-it first policy	We categorically oppose the freeway expansion projects included in Chapter 5, including adding lanes and constructing new arterial highways. It is well documented that adding traffic lanes does not meaningfully reduce congestion. Instead it induces more driving, further impairing air quality, successful mobility and of course, our shared climate. Transportation is the largest contributor to climate emissions in Minnesota. Meeting state and local climate goals will not be possible if our region continues to fund infrastructure that induces driving instead of reducing vehicle miles traveled. Furthermore, these highway expansion projects are not fiscally sustainable. While federal funding provides much of the upfront construction cost, heightened maintenance costs will strain budgets already struggling to sustain our expansive road network. Although the plan acknowledges this reality, future projects do not indicate diversion from the status quo. We encourage a stronger fix-it first policy that only considers highway expansion after sustainable and proven strategies like transit are fully examined.	Email;#Letter	The draft TPP stresses investing in a wide variety of multimodal projects that meet our region's transportation goals of Stewardship, Safety and Security, Access to Destinations, Healthy and Equitable Communities, a Competitive Economy and Leveraging Transportation Investments to Guide Land Use. Most investments accomplish more than one of the regional goals. Mobility projects, whether for roadway, transit or bicycle and pedestrian improvements, most directly impact our Access to Destinations goal, but also typically help achieve other goals such as working towards a Competitive Economy or Safety. The TPP Overview and Finance chapters contain language describing how the region's transportation system is funded and acknowledge that due to state and federal laws and taxing structures, much of our region's transportation funding is inflexible to move from one modal investment category to another (i.e., highway funding cannot be moved to transit or other modes). Federal Regional Solicitation funds allocated under federal law to the Council and TAB are one source of flexible funds. However, these funds represent only about 3% of the total transportation spending within the region. A recommended change to the TPP Overview is to add additional language regarding the region's inability to move funds from one mode to another. The Regional Solicitation funds are awarded through a competitive process every other year and the funding mix across modal categories can vary based upon TAB's funding decisions. In recent Solicitations, approximately 55% of the funding has been awarded to roadway projects, 30% to transit and 15% to bicycle and pedestrian projects. It is important to note that roadway improvement projects that are funded typically also contain multimodal improvements. This multimodal spending is difficult to track, but the Council is working on a study that will document the benefits provided through the Regional Solicitation funding. Comments received through the TPP public participation process are shared with TAB. Of the TPP's regional highway spending, the majority of these financial resources are dedicated to the maintenance and preservation of the highway system and only a small percentage is identified for highway mobility projects. The TPP highway investment direction emphasizes first prioritizing preservation and implementing roadway expansion as the final strategy when other solutions such as system management (technology improvements) or spot mobility improvements do not suffice. In addition, the TPP emphasizes that if expansion is necessary, MnPASS lanes should be prioritized as they offer benefits to transit and multi-occupant vehicles. A recommended change to the TPP will insert travel demand management (TDM) efforts as the first solution to be explored when roadway mobility issues are identified. TDM efforts provide greater choices and options regarding how to travel in and throughout the region; these can include (but aren't limited to) promoting transit, bikesharing, carsharing, telework, parking management, or carpooling. A Regional TDM study is being recommended to add to the TPP's Work Program chapter and 2021 Unified Planning Work Program (UPWP). After TDM strategies, the prioritization for roadway
206.3 Mary Morse Marti	Move Minneapolis	Racial disparities and low-income residents	Commit to redressing past harms and prioritizing projects that enhance the mobility and overall well-being of communities of color.	Finally, as you have so eloquently stated, we recognize that our region's prosperity is not experienced equally. Our current transportation system exacerbates racial disparities. Transportation access is often a limiting factor for employment opportunities. Traffic emissions are a significant contributor to disparate health outcomes among low-income residents. Traffic violence disproportionately impacts communities of color. We ask that the plan commit to redressing past harms and prioritizing projects that enhance the mobility and overall well-being of communities of color.	Email;#Letter	Equity is a priority for the Council, and we recognize that we must continue to work to reduce disparities and the transportation systems' contribution to these regional disparities. We will share these comments with our partners who also play roles in transportation project selection processes. We have incorporated equity into evaluation criteria for transportation projects in the region selected through the Regional Solicitation. The region's draft update to the Transportation Policy Plan specifically contains a revised Work Program item to conduct an equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable.
207.0	Citizen Advocates for Regional Transit	Transit Investment	The Metropolitan Council is clearly the logical institution to assume responsibility for leading the planning, funding and construction of the backbone light rail system of the region, founded on the principal of equity: north and south, east and west for the prosperity of the entire region.	See attached letter	Email;#Letter	Transitway corridor planning is usually an effort led locally by counties. The Council assumes the role of design and construction of the lines once corridor planning is complete. There are many reasons why this historical relationship of county planning for transitways developed, going back to the 1970s. In more recent times, the role aligns better with the funding sources used to pay for transitway expansion. The counties in the metro area levy a sales tax for transportation purposes and this is the primary source of non-federal funding for these projects. With the funding under local control and not Council control, it makes sense to continue to allow for local control of the planning process to ensure that it supports the desires of the local funding partner. The Council is a strong partner on all transitway planning efforts in the region and supports the elaborate processes that counties go through when identifying projects, including substantial stakeholder outreach. The METRO system that is planned for in the Transportation Policy Plan is a result of decades of planning and outreach by county partners and the Council. While light rail is not planned throughout the region, the system that is planned was developed by considering a number of factors that includes technical factors, stakeholder outreach, and funding considerations. No change recommended.

208.0 Matt Fyten	Southwest Transit	Arterial bus rapid transit planning	The TPP update should include language that references existing agreements between SouthWest Transit and the Metropolitan Council about requesting and receiving permission from the SouthWest Transit Commission to operate in SouthWest Transit's service area.	In regards to the planned American Boulevard Arterial Bus Rapid Transit (ABRT) line: SouthWest Transit requests that the TPP update includes language that references existing agreements between SouthWest Transit and the Metropolitan Council which states that Metropolitan Council/Metro Transit transit services (Bus, LRT, BRT, ABRT) cannot operate in SouthWest Transit's service area without requesting and receiving permission from the SouthWest Transit Commission. This comment/request is specific to the planned American Boulevard ABRT line as the TPP shows the line operating in Eden Prairie, which is part of the SouthWest Transit service area.	Web form	The Council supports coordination of service planning across transit provider service areas and the Transportation Policy Plan is not prescriptive about where transit providers can and cannot operate. This detail is best handled by agreements between providers (as described in the comment) and left out of the Transportation Policy Plan. If corridor-level planning were to advance on the American Blvd arterial BRT line and it were to amended into the Current Revenue Scenario, a lead agency would be identified and would reflect any agreements that are in place or plan to be in place between transit providers. Until then, no change recommended.
209.0 Leonard Blewett		Transit Investment	Light rail costs billions to build and the ongoing cost of maintenance, operation and policing are unjustifiable.	Your job as stewards of taxpayers' money is not to modify our behavior—you think we should use mass transit rather than drive ourselves. Wrong. Most of the transit policy is woefully misguided but let's just focus on one major aspect of it: light rail is a joke. It costs billions to build and the ongoing cost of maintenance, operation and policing are unjustifiable. It also only takes people between fixed points. For the cost of light rail, you could have bought every user a Tesla Model 3 so they could drive themselves where they needed to go—work, school, grocery store, doctor's office, dry cleaner, soccer practice, grandma's house, etc. but noooooo...you guys know better. Now with Covid and the massive uptick in crime (thanks Mayor, Gov and City council), the light rail is so dangerous, only a fool would ride it. Nice going folks. And your push to build more is insane. Anyone who has ridden the light rail from downtown to the airport knows you have to run the criminal gauntlet in the third precinct (and it takes too long). So most sane people don't do this. Not worth the risk. Now you are pushing to run rail through the much more dangerous fourth precinct. That line will be unridable from the moment it opens unless you dedicate 10 cops per train, which you will never do. Just stop. Build more roads and parking ramps and let us keep our freedom, rather than be herded on to your expensive trains to nowhere. And by the way, downtown is dead now. The pols killed it. Businesses are leaving and will not return for years. So no reason to spend more to	Web form	The Metropolitan Council supports building a multimodal transportation system that includes a variety of travel options for the people of the region. Light rail transit has been successful to date in increasing access to destinations for many regional residents as evidenced by ridership numbers beyond the project forecasts. These lines have also helped spur economic development along them, supporting more housing, businesses, and jobs for the region. The light rail lines were identified through extensive corridor and regional planning with robust engagement processes and are well supported by the communities along the lines and by the funding partners that have committed to providing the local funding for the projects. Relating to crime and security issues on transit, the Council is conducting a comprehensive review of the Metro Transit Police Department's policing policies, practices, and relationships. This review will require robust and authentic public engagement. The Council will rely on people across our region to ensure the review is informed, comprehensive, and substantive. The Council looks forward to hearing from community members, policymakers, and staff who regularly interact with and depend on transit police. TPP comments pertaining to transit policing will also be considered as part of the Metropolitan Council Police Review. No change recommended.

210.0 Michael Kuchta	Como Community Council	State Fair transportation improvements needed	Managing transportation demand to, from, and around the Minnesota State Fair. The lack of a comprehensive, regional approach is a serious gap in your 2040 plan.	<p>I cannot find any reference to managing transportation demand to, from, and around the Minnesota State Fair. The lack of a comprehensive, regional approach is a serious gap in your 2040 plan.</p> <p>Pre-Covid, the Fair was setting attendance records every year. The Fair continues to adjust its programming and infrastructure to accommodate even larger crowds. What it does not seem to be able to do on its own is accommodate the traffic that those record crowds generate.</p> <p>There is not enough parking to handle motor vehicle traffic, resulting in congestion on Interstate 94; Highway 280; Snelling, Larpenteur, and Como Aves., among others; to say nothing of numerous neighborhood streets. This congestion has immense detrimental effects on businesses (because customers can't reach them easily), on residents (especially elderly residents, who tell us they feel trapped in their homes), and likely on air quality and other health metrics.</p> <p>The shuttle and park-and-ride bus systems seem to be overwhelmed and beyond capacity on many days. Buses are packed, and parking spills out to surrounding streets in many neighborhoods. We as a district council have identified as many as 3,000 off-street parking lot spaces in our neighborhood alone that could be used for shuttles. I'm sure we could find hundreds, if not thousands more, if we cast a wider net. However, Fair officials tell us both that the number of available buses is limited and that,</p>	Web form	Managing roadway traffic and congestion near the State Fair grounds is an operational responsibility of the cities of St. Paul and Falcon Heights, Ramsey county and the State Fair board. These entities work together to seek to maximize access to the fair while minimizing congestion and impacts on the local neighborhood. In addition the State Fair board works with Metro Transit and private transit providers to maximize the usage of transit by state fair attendees. This comment will be provided to the Fair board and to the local governments.
211.0 Lisa Black	L & L Black Farms	Intercounty Transit	<p>Costs of the intercounty transit systems need to be supported and there need to be more connections with the park and ride lots in the outer metro area.</p>	<p>Since incurring a Traumatic Brain INjury in Dec. 1992, I am unable to drive in heavy traffic. Lliving now in the rural area between Gibbon and Fairfax, this makes it impossible for me to participate in activities at the MN Brain Injury Alliance or to meet with my legislators at the capitol. I have been able to get there with the Rennville Sibley Trailblazer Transit service, but at at cost of \$180. I can only manage this once in a great while.</p> <p>Costs of the intercounty transit systems need to be supported and there need to be more connections with the park and ride lots in the outer metro area. I have been able to drive to one of those, but the bus connections didn't work for me.</p> <p>Please contact me at 507-834-6552 for further information.</p>	Web form	The Metropolitan Council agrees that it is important to provide connections to other parts of the state outside of the seven-county metro area. There are many challenges associated with coordinating services efficiently across providers, but we always want to understand the challenges associated with traveling the system. This comment will be shared with Transit Link staff to follow up and learn more about the challenges. No change recommended.

212.0 Anjali Bains	Fresh Energy	Committing to action on climate change and equity	Adopting a clear vision to reduce climate changing emissions from our transportation system while promoting equity will advance the ideals of stewardship, prosperity, equity, livability and sustainability.	<p>Fresh Energy welcomes the Met Council’s invitation for public comment, and thanks it for ensuring that transportation planning encourages input from multiple stakeholders within and outside the planning agencies themselves. Thrive MSP 2040 laid out stewardship, prosperity, livability, equity, and sustainability as the goals for all regional planning efforts, including the Transportation Policy Plan (TPP). The 2020 Update Overview for the TPP includes much discussion for how to achieve these goals, including how to incorporate climate change and health considerations into its planning. However, the plan falls short of making concrete changes to rapidly address climate change and the harmful health impacts from transportation pollution.</p> <p>Of particular note was that electrifying the bus transit system by 2030 was a key ask from the public during the 2018 plan update (pg. 85 of 2020 Overview). This is in line with Met Council’s own stated goal of procuring no more diesel buses after 2022. However, despite this immense interest in electric buses from the public and Met Council, very little space of the 2020 Overview is given to consideration of electric buses or electric vehicles at large. When electric vehicles were referenced, they were considered primarily as a technology option to explore, and delegated as one of many topics to study as part of the Work Program rather than as a proven solution that accomplishes goals of health, equity, and climate. Electric</p>	Web form	To further work that addresses climate change, the plan includes two work program items that will directly work toward climate change mitigation. One project is an Electric Vehicles Planning Study that will bring expert resources and partners together to work toward accelerating the adoption of electric vehicles in the Twin Cities. A second project related to this work is a Planning Scenarios for Greenhouse Gas Emissions project that has a team of researchers creating greenhouse gas inventories and scenario planning tools to aid local units of government in being able to consider and evaluate a wide variety of climate change mitigation strategies. With regards to equity, the revised work program also includes an equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable. Note: The comment portion about electric buses is addressed in the response to comment 212.13 from this letter.
212.1 Anjali Bains	Fresh Energy	Equitable transportation system	Recommendations regarding equity in transportation: use a lens of race, gender and economic equity: create transit hubs that supports mobility and access for all users, including multilingual and accessible transportation; promote the positive impacts transit can have on public health and climate at stations; support a workforce of transportation employees that assures pathways for advancement.	<p>RECOMMENDATIONS REGARDING EQUITY IN TRANSPORTATION:</p> <ul style="list-style-type: none"> <li>• Continuously evaluate all strategies through a lens of race, gender and economic equity that responds to how previous and current transportation systems have led to widened disparities and difficulties for underserved communities of color who utilize transportation for housing, jobs, healthcare and recreation, and align strategies and plans as required by Executive Order 12898 on Environmental Justice.</li> <li>• Promote efforts to create transit hubs that support mobility and access for all transit users, with attention to accessible and multilingual signage and signaling and well-maintained shelters and stations in all parts of the city.</li> <li>• Post multilingual information in shelters and stations about the positive impacts taking transit can have on public health and climate. Engage people about the actions they are taking to reduce pollution, increase shared mobility options, and improve community connections.</li> <li>• Support a workforce of transportation employees that ensures their benefits, advancement, and pathways for upcoming workers in this field.</li> </ul>	Web form	Equity is a priority for the Council, and we recognize that we must continue to work to reduce disparities and the transportation systems' contribution to these regional disparities. We will share these comments with our partners who also play roles in transportation project selection processes. We have incorporated equity into evaluation criteria for transportation projects in the region selected through the Regional Solicitation. The region's draft update to the Transportation Policy Plan specifically contains a revised Work Program item to conduct an equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable. We will share the comments about transit shelters and stations with the region’s transit agencies.

212.2 Anjali Bains	Fresh Energy	Electric Vehicles, CAVs, and Equity	Utilize full bus electrification to provide health benefits to transit operators and maintenance crews. Study connected and autonomous vehicles now to be sure public benefits lead private industry. Go beyond the study of equity to implementation. With upcoming electric vehicles study proceed quickly given how rapidly the industry is changing, avoid duplicating previous work of MnDOT and MPCA, consider how to pair the electric demands of charging with the cleanest power available and consider charging infrastructure to support transportation network companies and urban freight.	<p>Beyond complying with minimum federal air quality standards, we ask the Metro Council to go deeper and envision a clean transportation system that not only benefits users, but also those who maintain and operate it. We suggest a study on the cumulative health impacts to transit operators and maintenance crews due from persistent exposure to vehicle emission, and subsequently the real health benefits that can come from electrifying our transit system at full-scale</p> <ul style="list-style-type: none"> <li>• Connected and Autonomous Vehicles (CAV): Pursuing study now on CAV is vital to ensuring that a future automated system is an equitable one designed by our communities and local officials and not prescribed to us by private companies. Fresh Energy supports Metro Council in proposing this line of study, and elevates the important of labor and workforce considerations</li> <li>• Equity Analysis for Transportation: a study detailing the racial inequities that exist in our transportation system is important, but given that the Metro Council already conclude an equity assessment of the Twin Cities Region in 2014 – 6 years ago – we urge the Metro Council to move forward with implementing equity considerations into their planning and development of existing projects and begin to “learn by doing” in addition to a formal study.</li> </ul>	Web form The Metropolitan Council prioritizes the health and climate benefits that vehicle electrification can provide in our community including to those within our own agency. The Metropolitan Council agrees that CAV implementation must be lead by desired community outcomes such as stewardship, prosperity, equity, livability and sustainability. Equity is a priority focus area for us. The Metropolitan Council has included equity in its transportation grant program as part of project selection and this has evolved over time and will continue to evolve as we learn from experience. The Metropolitan Council will proceed with this study as quickly as possible, build on the important work done by others, consider how best to match the electric demand from these vehicles with the cleanest power available and explore a wide variety of strategies to accelerate the adoption of electric vehicles in a wide variety of use cases.
212.3 Anjali Bains	Fresh Energy	Electric buses	Despite the immense interest in electric buses from the public and Met Council, very little space of the 2020 Update Overview is given to consideration of electric buses or electric vehicles at large.	Of particular note was that electrifying the bus transit system by 2030 was a key ask from the public during the 2018 plan update (pg. 85 of 2020 Update Overview). This is in line with Met Council’s own stated goal of procuring no more diesel buses after 2022. However, despite this immense interest in electric buses from the public and Met Council, very little space of the 2020 Update Overview is given to consideration of electric buses or electric vehicles at large. When electric vehicles were referenced, they were considered primarily as a technology option to explore, and delegated as one of many topics to study as part of the Work Program rather than as a proven solution that accomplishes goals of health, equity, and climate. Electric buses in particular provide real, immediate health benefits for both the users and operators of the transit system in the form of cleaner air and less noise. Unfortunately, more space and attention were given to Connected and Autonomous Vehicles (CAV) in the 2020 Update Overview despite electrification as a technology having advanced much further and having extremely wide spread applications and benefits. We ask that the Met Council elevate and prioritize broad electrification as a policy and technology tool in its planning and development work moving forward.	Email;#Letter The Council is committed to minimizing the impact of the regional bus fleet on the environment. Electrifying the bus fleet is still a significant strategy in the Council's commitment. The Council is currently working through technical issues with the vendor to ensure that electric buses can operate reliably and consistently throughout their service life. Reliability is still a factor that must be weighed against other factors that are important to customers and the community. The commitment to fleet electrification will continue to be a key strategy in the future. The Transportation Policy Plan's Work Program item on private automobile electrification is an important step in understanding the systemic changes needed to encourage and accommodate the infrastructure for electric vehicles. The results of this study will inform the next iteration of the Transportation Policy Plan. No change recommended.

213.0 Sean Gosiewski	Alliance For Sustainability/ Resilient Cites and Communities Coalition	Reduce vehicle miles traveled and greenhouse gases, and advance equity	Help cities and counties to achieve metro-wide vehicle miles traveled reduction goals and mode shift goals to help achieve our Minnesota, metro and city climate and equitable development goals - 50% greenhouse gas reductions by 2030 and 80% by 2050.	Great job on the transportation policy plan!  The Alliance for Sustainability and leaders from 40 metro cities that are helping launch our Resilient Cities and Communities Coalition <a href="http://afors.org/resilientcities">http://afors.org/resilientcities</a>  Are excited to work with both your community development and transportation departments to help cities and counties to achieve metro wide VMT reduction goals and mode shift goals to help achieve our MN, metro and city climate and equitable development goals - 50% GHG reductions by 2030 and 80% by 2050 by Investing in investing - equitable, net zero, mixed use, walkable transit oriented development and walkable neighborhoods - telecommuting, congestion pricing and other non road expansion strategies to reduce congestion - reducing speeds on city and county roads and improving bike and ped safety toward VISION ZERO outcomes - securing funding for transit operations and investments for free bus fairs, electrification of busses and LRT and completing construction of our metro wide LRT and BRT plans. and adopting local land use and transportation policies to meet these goals Here are the transportation action strategies that 30 cities discussed to help implement their new climate goals in	Web form	This plan does invest in improved transit, bicycling, walking and telecommuting to reduce VMT. This plan does support the safety, climate and other benefits of reducing lanes where local units of government have deemed this appropriate. This plan has limited investments in highway expansion and includes two work program items that will directly work toward climate change mitigation, an Electric Vehicles Planning Study that will bring expert resources and partners together to work toward accelerating the adoption of electric vehicles in the Twin Cities and a Planning Scenarios for Greenhouse Gas Emissions project that has a team of researchers creating greenhouse gas inventories and scenario planning tools to aid local units of government in being able to consider and evaluate a wide variety of climate change mitigation strategies. We recognize the need to do more work in this area but at this time are not making any changes to this plan.
214.0 Charles Duda		Transit COVID-19	Use roof vents for airflow on buses, eliminate smoking on light rail	The key use of the roof vents on the transit buses, as to create a vacuum. And I second, people not smoking on the light rail.	Facebook - Transit safety COVID-19 post	Passenger safety and comfort while using the regional transit system are listed as objectives of the Transportation Policy Plan. Comment to be forwarded to Metro Transit. No change recommended.
215.0 Washinton County	Washinton County	Areas of Concentrated Poverty	Revise references to Areas of Concentrated Poverty with 50% People of Color to reflect the Council's current designations and definitions.	Revise and incorporate new language with regard to Areas of Concentrated Poverty with 50% People of Color (ACP-50s) following the Metropolitan Council's recent decision to move away from the ACP-50 designation.	Letter	The references to ACP50s in the TPP will be updated to reflect this evolution of how the data is being used.
215.1 Washington County	Washington County	Text Correction	Note in the Overview that Green Line Extension is under construction.	Pg. 18 - Benefits of Transit. Update Green Line Extension note to include current construction. ☐	Letter	
215.2 Washington County	Washington County	Transit corridors	Include language to note that Washington County serves as the local lead to the Highway 36 Transitway study. Appreciation for Gold Line inclusion.	METRO Gold Line. Washington County recognizes the through incorporation of the METRO gold Line into the TPP, and appreciates the continued collaborative relationship with the Met Council and Ramsey County on this important regional project. ☐ Pg. 6.70 - Highway 36. Amend Highway 36 description to read "...through an effort led by Washington County in partnership with Ramsey and Hennepin counties as well as MnDOT and the Met Council..." or something to that effect. While Washington County considers Ramsey County a close partner in planning this corridor, the study is 100% funded and led by Washington County. Recommendations are expected in Spring 2021. ☐	Letter	The TPP has been edited to reflect that Washington County is the sole funder of the Highway 36 Transit Study.
215.3 Washington County	Washington County	Regional Bicycle Transportation Network inclusion of Gold Line Transitway trails and Update to the RBTN	Washington County appreciates the inclusion of Gold Line transitway trails in the RBTN and the inclusion of a process to regularly update the RBTN.	Pg. 7.15 – RBTN Network Revisions. Washington County appreciates the inclusion of the METRO Gold Line transitway trails in the Regional Bicycle Transportation Network. ☐ Pg. 7.19 – Updating RBTN. Washington County appreciates the inclusion of the need to develop a process to regularly evaluate and update RBTN before each Regional Solicitation.	Letter	Appreciation acknowledged.

215.4	Washington County	Washington County	Truck Corridor Study	Will the Regional Truck Data Collection Framework be used to update the previous Regional Truck Highway Corridors Study?	Pg. 14.9 – Regional Truck Data Collection Framework. It's not clear, will the Regional Truck Data Collection Framework be used to update the Regional Truck Highway Corridors? ☐	Letter	The primary purpose of the truck data collection framework will be to determine best practices in truck data collection methods and to provide a structure to collect, report, and monitor truck counts for regional and local planning purposes. Data collected through this framework may be used to inform future updates to regional truck corridors and potentially to establish new performance measures along these corridors.
216.0	Chairman Keith B. Anderson	Shakopee Mdewakanton Sioux Community	Transit Investment	Inadequate public transit planned to Scott County and southwest metro, consider improvements along Highway 169	On behalf of the Shakopee Mdewakanton Sioux Community (SMSC), I'm providing the following initial comment to the Metropolitan Councils 2040 Transportation Policy Plan.  Up to 5% of SMSC's guests and team members use public transit. We've identified that recruiting potential new team members from the northern suburbs, has faced challenges due to transportation constraints. The 2040 Transportation Policy Plan (Page 6.5), illustrates that major transit ways exist in every direction, with the exception of a westbound route. You will also notice that there is a gap from the north metro area to southwest metro area.  Exhibit A, shows that a 31 mile trip from Brooklyn Park to Mystic Lake takes (40 min) by personal vehicle and (2 h 31 min) on public transportation ( equivalent to 4.87 minutes per mile.) Inadequate public transit from the north metro has demonstrated to be problematic for recruiting potential new team members.  Is there opportunity to expand public transit along the Highway 169 corridor to the southwest metro area that includes connection to Southwest Transit Station in Eden Prairie? As you may know, Scott County is home to a number of regional employers including Mystic Lake Casino and Hotel, Canterbury Park, Amazon, and Valley Fair. Increasing public transit from the north metro area to the southwest metro area increases access to popular destinations and addresses gaps in access to additional employment opportunities that exist in the region.	Email; Letter	The Transportation Policy Plan does include a potential transitway investment along Highway 169 in the Increase Revenue Scenario, which means the corridor has been studied but funding has not been identified for investment within current resources. The Council partnered with MnDOT and Scott County to fund the study of transit investment along the corridor and future investments in the corridor are being explored through Regional Solicitation applications or other means like Scott County local funding resources. In addition, there are a number of recent demonstration routes that have operated in the Highway 169 corridor connecting this part of the region both to the north and to the east, where many jobs and other transit connections can be made. The performance of these routes continued to be analyzed for insights on where resources are best allocated to serve the residents and destinations in Scott County. Additional resources for transit are likely needed to continue service to these areas, based on their initial performance. We will share this comment with local implementing partners along the corridor, particularly Minnesota Valley Transit Authority, SouthWest Transit, and Metro Transit. No change recommended.