

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**ACTION TRANSMITTAL No. 2020-26**

**DATE:** August 13, 2020  
**TO:** Transportation Advisory Board  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** 2021-2024 Transportation Improvement Program (TIP) Public Comment Report  
**REQUESTED ACTION:** Staff requests that the Transportation Advisory Board (TAB) accept the 2021-2024 Transportation Improvement Program (TIP) Public Comment Report.  
**RECOMMENDED MOTION:** That the Transportation Advisory Board accept the 2021-2024 Transportation Improvement Program (TIP) Public Comment Report.

**BACKGROUND AND PURPOSE OF ACTION:** Federal regulations require that a Transportation Improvement Program (TIP) be developed at least every four years. The Metropolitan Council revises its TIP every year in conjunction with the Minnesota Department of Transportation's State Transportation Improvement Program (STIP). Adoption of the final 2021-2024 TIP is a separate action item. Public comments were collected over a 50-day public comment period that started on June 22, 2020, and ended on August 10, 2020. The 2020-2023 TIP Public Comment Report, including responses to comments received, is attached.

Staff also conducted a public meeting, in conjunction with the July 13 Transportation Committee meeting, to discuss the TIP.

**RELATIONSHIP TO REGIONAL POLICY:** Federal law requires that all transportation projects that will be fully or partially funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

**STAFF ANALYSIS:** A public comment period was conducted from June 22 through August 10, 2020, and comments were accepted by email, mail, or telephone. A summary of comments and staff responses is attached.

**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE SCHEDULED OR COMPLETED</b>
Transportation Advisory Board	Review & Accept	August 19, 2020

# TRANSPORTATION IMPROVEMENT PROGRAM

*Public Comment Report*



**METROPOLITAN**  
C O U N C I L

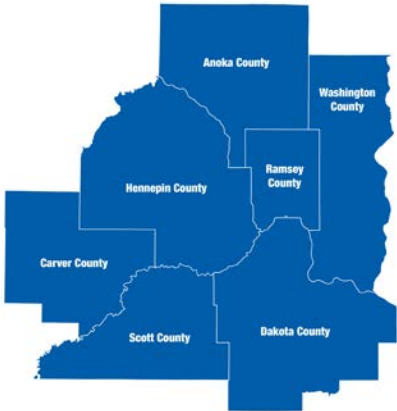
August 2020

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

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## Metropolitan Council Members

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Judy Johnson	District 1	Peter Lindstrom	District 10
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Christopher Ferguson	District 3	Francisco J. Gonzalez	District 12
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Molly Cummings	District 5	Kris Fredson	District 14
Lynnea Atlas-Ingebretson	District 6	Phillip Sterner	District 15
Robert Lilligren	District 7	Wendy Wulff	District 16
Abdirahman Muse	District 8		



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

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

## Comment Overview

This comment report summarizes comments received for the Draft 2021-2024 Public Comment Period. The draft plan was released for the purposes of public comment on June 22, 2020, and comments were accepted through Aug. 10, 2020. During that time, the plan was available on the Metropolitan Council’s website and through printed copies as requested.

The Council proactively promoted availability of the comment draft, including advertising it and the public meeting through social media and other means. The Council hosted a public meeting on July 13, 2020 during the online Transportation Committee meeting.

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

Over 200 commenters participated – both individuals and representatives of organizations, including local governments and non-profit organizations. We logged 418 comments.

People engaged	<ul style="list-style-type: none"> <li>• Web pages – 854 unique visitors</li> <li>• Facebook reach – 1,805 users</li> <li>• Facebook engagement – 57 users</li> <li>• Twitter engagement – 35 users</li> </ul>
Stakeholders involved	More than 200
Meetings/interactions	Transportation committee public meeting <ul style="list-style-type: none"> <li>• 21 attendees, 3 speakers</li> </ul>
Interest groups and agencies engaged	<ul style="list-style-type: none"> <li>• BikeMN</li> <li>• Fresh Energy</li> <li>• Metro Transit</li> <li>• Minnesota Department of Transportation</li> <li>• Move Minnesota</li> <li>• Saint Paul Bicycle Coalition</li> <li>• Sierra Club</li> <li>• Washington County</li> </ul>
Methods used	<ul style="list-style-type: none"> <li>• Web announcement and web page notice</li> <li>• GovDelivery email announcement</li> <li>• Facebook</li> <li>• Twitter</li> <li>• Star Tribune classified advertising</li> <li>• Public meeting</li> </ul>
Comments received through	<ul style="list-style-type: none"> <li>• Email</li> <li>• Mail</li> <li>• Public meeting</li> </ul>

The Metropolitan Council can provide a written record of all comments made by letter, email, online, or on the phone on request.

### *Key Engagement Themes*

Public comments produced the following themes:

- Racial equity and climate justice impacts should be included in project decisions that appear in the Transportation Improvement Program. Impacts of climate change are greatest to black and brown communities.
- Expanding roadways and highways (including HOV lanes) contributes to climate change. Focus investments instead on reducing emissions and vehicle miles traveled.
- Prioritize investments in clean transportation solutions including electric vehicles, transit and active transportation.
- Parking has many negative effects including reduced housing affordability, flooding, air pollution, and urban heat island effect.
- Some residents in the Northeast suburbs are opposed to both the Rush Line itself or the current alignment.

### *How to Use this Document*

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

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

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

Commenter Number	Commenter Name	Organization
1	Lou Miranda	
2	Anna Nelson	
3	Carrie Desmond, PE	Metro Transit
4	Sam Villella	
5	Ronald G. Williams	
6	Leng Xiong	
7	Bob Seck	
8	Kevin Berglund	
9	Abigail Johnson	
10	Ted Duepner	BikeMN
11	Andy Singer	Saint Paul Bicycle Coalition
12	Christine Popowski	
13	Scott Eggert	
14	Jack Swift	
15	Lael Belisle	
16	Corrin Duque	
17	Karen Padilla	
18	Trisha Fowler-Ngu	
19	Leah Schatz	
20	Ethan Cherin	
21	Jesse Mortenson	
22	Aaron Ilika	
23	Laura Kunde	
24	Kevin Somdahl-Sands	
25	Toni	
26	Roni Larson	
27		MnDOT Metro District
28	Catherine Windyk	
29	Emilie Wille	
30		MnDOT Central Office
31	Jill Robison	
32	Thressa Johnson	
33	Ariel Kagan	
34	Jennifer Harmening Thiede	
35	Bryan Wyberg	
36	Cindy Buschena	
37	Leslie MacKenzie	

Commenter Number	Commenter Name	Organization
38	Antonio Pacifico	
39	Kelsey Brodt	
40	Doug Jost	
41	Robert H Albers	
42	Amelia Narigon	
43	Vicki Smith	
44	Gerald Nolte	
45	James Kalb	
46	Charles Fitze	
47	Larry Bogolub	
48	Susan Macpherson	
49	Peggy Erickson	
50	Sheila Maybanks	
51	Linda Neukircher	
52	Janelle Hill	
53	Karen Javurek	
54	Rebecca Shockley	
55	Elizabeth and Wayne Paulson and Mayer	
56	William 'Skip' Dykoski	
57	Betsey Porter	
58	Cora Preston	
59	Brayden Mahoney	
60	Grecia Glass	
61	Vicki Drake	
62	Hilary Reeves	
63	Scott Russell	
64	Jean Greenwood	
65	Nicole Davis	
66	Robert Smith	
67	Denise Marlowe	
68	Natasha Villanueva	
69	Deborah L Steinmetz	
70	Nicole Everling	
71	Sten Severson	
72	Anthony Hirschman	
73	Brian Adams	
74	R A Fuller	
75	Jonathan Eirten	
76	Jerry Lee	
77	Alana Hendrickson	

Commenter Number	Commenter Name	Organization
78	Kate Blau	
79	Jason Husby	
80	Paul Moss	
81	Sheila Tran	
82	Autumn Raw	
83	Tommy Markley	
84	Tim Meinke	
85	Jennifer Schally	
86	Daniel Dummer	
87	Martha Pott	
88	Brian Wilkerson	
89	Kjirstin Campos	
90	Audrey Kingstrom	
91	Elizabeth Stoltz	
92	Ryan Baka	
93	Julie Sell	
94	Pamela Martin	
95	Delaney Russell	
96	Lisa Barry	
97	Sasha Lewis-Norelle	
98	Susan Reichel-Halverson	
99	Beatel Iliff	
100	Molly Ludden	
101	Adam Bastian	
102	Keith Thompson	
103	Charles R Steffel	
104	Frank Steinhauer	
105	Kathleen Kaysinger	
106	Michael Chutich	
107	Pierre Gingerich-Boberg	
108	April Narcisse	
109	Adrianna Jereb	
110	Randy Nies	
111	Andrew Larson	
112	Debbie Meister	
113	Carie Stattman	
114	Susan Kallman	
115	Susan McNichols	
116	Joshua Houdek	
117	Matthew Saxe	

Commenter Number	Commenter Name	Organization
118	Kristel Buck	
119	Susan Metheney	
120	Gavin Kraus	
121	Ridwaana Allen	
122	Jack Tungseth	
123	Caitlin Boley	
124	Scott Dahlquist	
125	Sarah Nurnberger	
126	Lois Marie Larson	
127	Jennifer Krinke	
128	Jim Hawkins	
129	Danette Knickmeier	
130	Brandon Allen	
131	Lynn Fuller	
132	Melissa Partin	
133	Jon Lee	
134	Richard Newmark	
135	Rachel Schulman	
136	Adrian Bennett	
137	Dick Ottman	
138	Alice Madden	
139	Ann Skoog	
140	Lucy Elliot	
141	Maryann McMahon	
142	Joseph Rojas	
143	Rich Nymoan	
144	Devin Tomson-Moylan	
145	Leanne Segersin	
146	Cheryl Ritenbaugh	
147	Amy Grace	
148	N Gardner	
149	Amelia Shoptaugh	
150	Katie and Rick Fournier	
151	Pamela Thinesen	
152	Ellen Jaquette	
153	Daniel Tikk	
154	Rebecca Shedd	
155	Erin Henry	
156	Deborah Alper	
157	Steven Steele	
158	Elissa Schufman	

Commenter Number	Commenter Name	Organization
159	Nicholas Vorpahl	
160	Kathryn L Giebenhain	
161	Tracy Stessman	
162	Geoff Fisher	
163	Joel Jensen	
164	Kathi Ha	
165	Rich Kronfeld	
166	Laura Zilverberg	
167	Martha Krikava	
168	Anne Bishop	
169	Sarabear Kelly Modlin	
170	Mandie Flint	
171	Teresa Schneider	
172	Jessica Rocheleau	
173	Gretchen Bratvold	
174	Samantha Coolidge	
175	Lucretia Blair	
176	Lisa Mills	
177	Stacie Hammes	
178	Jennifer Munt	
179	Liina Laufer	
180	Jerome Comeau	
181	Lindsay Simons	
182	Pat Ament	
183	Christina Wong	
184	Dennis Hauck	
185	Kaitlyn Denten	

Commenter Number	Commenter Name	Organization
186	Marya Hart	
187	Ella Weber	
188	Andrew Cook	
189	Alicia Chiaravalli	
190	Hazel Pfeifer	
191	Mathews Hollinshead	
192	Kristi Papenfuss	
193	Barbara Thoman	
194	Jeanine Malec	
195	Elizabeth Merryman	
196	Emily Marti	
197		Move Minnesota
198	Sonja Meintsma	
199	Drew Davis	
200	Joe Mitchell	
201		Washington County
202	Nathan Van Wylen	
203	Daniel Hooker	
204	Sarah Murn	
205	Sophia Pechaty	
206	Doreen Kloehn	
207		Sierra Club North Star Chapter
208		Fresh Energy
209	Chad Martin	



Topic	Comment summary	Response	Commenter number
<p><b>Climate change and racial justice/equity</b></p>	<p>Climate change should drive a switch to more transit use and active transportation. Impacts of climate change are greatest to black and brown communities.</p> <p>Acknowledge and analyze racial justice/equity impact of each project.</p> <p>Address racial equity implications of spending</p>	<p>Comments noted. We agree that climate change and racial inequities are priority challenges for our region and transportation system moving forward. The TIP is a compilation of federally funded transportation investments selected through a number of processes. Each process uses different criteria and measures, some of which use equity considerations in the decision-making process. For example, the Regional Solicitation process, which comprises about 15% of the region's federal funds in the TIP, uses measures for equity related to community engagement and project benefits, as well as affordable housing scores to help select projects. In separate processes, major expansion projects for highways and transitways typically go through long project selection and development processes prior to being included as funded projects in the TIP. These processes do use alternatives analysis and performance measures to select a preferred alternative. Emissions and equity are both measures used and will continue to be measures used when selecting investments for our region. The Council recognizes that we must continue to work to reduce disparities and the transportation systems' contribution to regional disparities, and we will share these comments with our partners who also play roles in these project selection processes.</p> <p>The region's Transportation Policy Plan (TPP) also does seek to de-emphasize investments in roadway expansion and stresses that this should occur only after other options such as management/technology (such as signal timing) investments and low cost/high benefit spot mobility investments have been explored and shown not to be adequate to address the issues. The TPP then emphasizes that should expansion be necessary, the first priority for the regional highway system is to implement MnPass priced lanes which provide a benefit to transit and high occupancy vehicles and charge single occupant vehicles a fee during the peak hours.</p> <p>The region's draft update to the Transportation Policy Plan specifically contains a Work Program item to conduct an equity evaluation of regional transportation investment decision-making processes. The Council is committed to implementing recommendations from this study and others as we continue to learn how to make our transportation investment decision-making more equitable.</p>	<p>9, 10, 11, 12, 20, 24, 28, 187, 197, 200, 202, 203, 207, 208</p>

Topic	Comment summary	Response	Committer number
Roadway expansion and climate change	<ol style="list-style-type: none"> <li>1. Stop expanding roadways. Expanding roadways and highways (including HOV lanes) contributes to climate change. Focus investments instead on reducing emissions and vehicle miles traveled, and focus on clean transportation solutions including transit and active transportation.</li> <li>2. The TIP is too road heavy and needs revision to recognize imminent recession and impact on ability to own vehicles. This also impacts climate change.</li> </ol>	<p>The draft TIP funds a wide variety of projects that meet our region's transportation goals. Transit funding actually represents the largest share of the draft TIP, even more than highways. Out of the highways' portion, the majority of these financial resources are dedicated for preservation of the system and only a small percentage is identified for highway mobility projects. These mobility projects directly impact our Access to Destinations goal. Other project types, like transit and bicycle facility investments, help us meet other stated goals.</p> <p>It is often difficult to balance investments across the goals and modes, particularly when much of the funding under state and federal law is provided for specific purposes (i.e., roadway or transit purposes). The Transportation Policy Plan invests in roadway lane expansion as a last priority. The first highway mobility solutions to be explored are technology/management and low cost/high benefit spot mobility improvements. If these solutions are not adequate, the plan prioritizes investments in MnPASS lanes which provide a benefit to transit and high occupancy vehicles.</p> <p>The Metropolitan Council is currently involved in several climate change initiatives that will directly impact the 2050 Regional Development Framework and the 2050 Transportation Policy Plan. One of these efforts is an Electric Vehicle Planning Study, which is starting later this year.</p>	<p>1, 2, 9, 10, 11, 12, 14, 20, 21, 22, 24, 28, 29, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 188, 189, 190, 192, 193, 194, 195, 196, 197, 198, 199, 200, 202, 203, 204, 205, 206, 209</p>
Climate change	Reduce carbon emissions	<p>Reduction in emissions is a scoring measure in most of the Regional Solicitation funding categories. However, many other projects in the TIP are programmed by MnDOT. This plan does invest in improved transit, bicycling, walking and telecommuting to reduce vehicle miles traveled and greenhouse gases. This plan does include two work program items that will directly work toward climate change mitigation, an Electric Vehicles Planning Study that will bring expert resources and partners together to work toward accelerating the adoption of electric vehicles in the Twin Cities and a Planning Scenarios for Greenhouse Gas Emissions project that has a team of researchers creating greenhouse gas inventories and scenario planning tools to aid local units of government in being able to consider and evaluate a wide variety of climate change mitigation strategies.</p>	4

Topic	Comment summary	Response	Commenter number
Electric vehicles	Phase out internal combustion engines. Promote and refine electric cars. TIP should include electric vehicle charging infrastructure.	We agree very much with the value electric vehicles will provide in climate mitigation and public health. The Metropolitan Council is developing a study to begin before the end of 2020 that will bring many public, private and non-profit agencies together to advance the work on accelerating the use of electric vehicles in the Twin Cities.	41, 165, 208
Parking	Promote best practice in parking policy	<p>The Transportation Improvement Program does not specify details on regional parking policy or best practices. However, the Council agrees that the investments programmed in it do respond to parking policies set locally, mostly through municipal codes and ordinances. There are areas where the Council acknowledges the importance of surface parking in local planning. The Metropolitan Council provides technical assistance through tools to encourage local governments to consider climate change hazards in their land use planning, through, for instance, our Climate Vulnerability Assessment Tool, which considers the impacts of extreme heat and localized flooding (<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 through 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>).</p> <p>The Council also considers parking policies as an evaluation tool in our Livable Communities Act programs. The Council's Transit-Oriented Development Office has a variety of resources available and has experience working with local governments on parking best practices. More information can be found here: <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 enough interest in the Council providing guidance to local governments.</p>	31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 188, 189, 190, 191.6, 192, 193, 194, 195, 196, 198, 199, 204, 205, 206, 209
Long-term policy plans	Thrive 2040 and the Transportation Policy Plan do not keep up with rapidly changing transportation priorities. The TIP should not rely solely on this	Comment acknowledged. Both Thrive MSP 2040 and the Transportation Policy Plan articulate and focus on the priority outcomes of sustainability, livability and equity for our region. Our planning processes are focused on these outcomes and selection of investments follows from being consistent with and helping to achieve these desired regional outcomes.	10, 28, 197

Topic	Comment summary	Response	Commenter number
	outdated guidance. Respond to current realities, not plans adopted six years ago.	Many of our project selection and development processes do take a long time, but are based on collaborative, inclusive public processes to select the preferred investments. The investments that show up in the TIP are the result of these processes and are meant to get us to the outcomes articulated in our regional plans.	
<b>Driver vehicle maintenance</b>	Young adults, car accidents and vehicle maintenance	Comment noted. In Minnesota, Driver and Vehicle Services (DVS) within the Department of Public Safety is responsible for programs related to driver and vehicle education and safety. State laws and rules include specific requirements related to knowledge that must be included during driver education and testing. This comment will be passed to staff at DVS for consideration.	6
<b>Transit taxing authority</b>	Give Metropolitan Council Transit taxing authority to raise revenue and not rely on the MN legislature.	Comment acknowledged. Taxing authority for the Metropolitan Council needs to be authorized by the Minnesota Legislature.	137
<b>Transit investment</b>	The balance of funds should be shifted more towards transit and non-motorized projects.	For the most part, the overall funding balance of the TIP is determined by funding allocations that are in federal and state law and determined by outside sources (MnDOT, FHWA, Metro Transit, FTA, etc.). The exception to this being the Regional Solicitation federal funding (which accounts for about 15% of the TIP funding) which is allocated by the Council and TAB. This process does spend about 55% of its funding on roadway projects, most of which also include multimodal elements such as adjacent trails or transit improvements. Most major highway projects are developed and programmed by MnDOT and serve the Thrive 2040 outcomes of prosperity and livability. Similarly, the geographic spread of transit projects is meant to provide transportation choices throughout the region. We will explore including major transit lines in the design of base maps for future versions of the TIP.	2
<b>Transit investment</b>	Inadequate transit investment in the East Metro.	Investment priorities in the East Metro are largely driven by locally led planning processes, particularly through County efforts. Each project has gone through extensive technical analysis and outreach to reach the decision best suited for the local needs. We will share this comment with our transit partners in the East Metro and continue working with them to	191

Topic	Comment summary	Response	Commenter number
		plan for the best transit system possible under the constraints and assumptions necessary for a fiscally constrained TIP.	
Transit investment	Promote and improve public transportation	The Council and the region are investing heavily in transit. Nearly 50% of the TIP is devoted to transit maintenance and expansion. This region has four federally funded major capital transit expansion projects moving forward, which is more than all but one other region in the country. That being said, the Council certainly believes we can do more in funding transit and is exploring ways to fund more transit projects, like State general obligation bond funds for arterial bus rapid transit projects. While not all roadway projects accommodate non-motorized transportation, most funded by the flexible funds through the Regional Solicitation include accommodations of other modes.	5
Transit investment	Increase the metro system in the Twin Cities and create a more reliable bus system	The TIP actually includes funding for eight additional METRO lines to open or at least begin major project spending in the next 4 years. This is actually an unprecedented amount of transit expansion in the region's history. The Council and its transit partners are continuing to explore additional funding to accelerate the build out of a transit system that better serves the region's residents and businesses. The legislature has indicated support for general obligation bonds for several arterial bus rapid transit lines and the Council and TAB are in the process of allocating up to \$25 million to an additional line in next year's TIP. There are also improvements being planned or considered for the local bus system with a focus on speed and reliability. Metro Transit, the region's largest transit provider, is currently working on an effort called Network Next that will explore additional improvements. You can learn more at <a href="https://www.metrotransit.org/network-next">https://www.metrotransit.org/network-next</a> . By and large, the proposed TIP is making the largest commitment to transit expansion in the region's history, but the Council and its transit partners share your desire to continue to do more to make the transit system one of the best in the country.	59
Commuter transit investment	There is too much emphasis on commuter-only lines moving commuters from suburbs at the expense of a better used system in and around the core cities.	The major transit projects in the TIP are the outcome of extensive local planning processes where the outcome is driven by local governments and their public engagement process. These projects are also primarily funded with local funding and federal funding that is competitive with other regions in the country. The Council supports expanding transit throughout the region and respects the locally driven transit planning	2

Topic	Comment summary	Response	Commenter number
		process and its outcomes. While many of these lines do serve suburban areas, they also have stations in the core cities and first-ring suburbs. The Council, through Metro Transit, is prioritizing investments in arterial bus rapid transit expansion on at least three lines in the TIP and these primarily serve core cities and first-ring suburbs.	
<b>Riverview Corridor</b>	The Riverview Corridor LPA would be better with dedicate right of way, and service through the Ford Site.	Ramsey County is currently the lead agency for developing the Riverview project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration. The TIP assumptions are specific to and consistent with the locally preferred alternative already adopted in the region's 2040 Transportation Policy Plan.	191
<b>Blue line extension</b>	Bring the Blue Line Extension to fruition	The Council is working with local partners along the Blue Line Extension corridor to identify the best approach(es) for moving the project forward. This conversation is active and ongoing. The best way to follow and weigh in is through the project office contacts, Hennepin County, or through public meetings dedicated to this topic. We will share this information with the project office for consideration.	191
<b>Gold Line</b>	The Gold Line should move higher in the Federal Transit Authority's Capital Investment Grant program's rankings or risk not getting a federal full funding grant agreement.	The Gold Line project is currently working its way through the FTA CIG program and project decision-making is responsive to FTA rankings. The Council agrees that this is an important project for the region and a priority for CIG funding and will continue to focus on the project's competitiveness moving forward.	191
<b>Rush Line</b>	<ol style="list-style-type: none"> <li>1. COVID-19 impact on the need for Rush Line</li> <li>2. Rush Line is unneeded in northeast suburbs</li> <li>3. Rush line route should move to Hwy 61</li> <li>4. Transit safety and crime</li> </ol>	Ramsey County is the lead agency for developing the Rush Line project and is currently responsible for project decision-making related to the stations and alignments, although the Council participates as a technical advisory. We will forward this comment to Ramsey County for consideration.	7, 8, 15, 16, 17, 18, 19, 23, 25, 26

Topic	Comment summary	Response	Commenter number
Transit and active transportation	Please prioritize improvements to pedestrian infrastructure and pedestrian safety.	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.	196
Transit and active transportation	Improve transit, bike lanes and pedestrian infrastructure.	Most of the projects programmed in the TIP are being led by local governments (cities, counties, transit providers) or MnDOT. All of these agencies prioritize and design projects to fit the unique context and desires of their community. Every two years through the Regional Solicitation, the Council and TAB prioritize projects that receive federal funding by identifying projects that best meet regional goals and objectives for transportation. Most of the projects selected through this process include improvements for bicycles and pedestrians and these factors are considered when scoring and ranking projects for consideration. The Council does have plans for regional bicycle corridors and transit corridors documented in the 2040 Transportation Policy Plan that are used when scoring projects. More detail can be found on the Regional Solicitation webpage on metcouncil.org. At the end of the two-year cycle, the Regional Solicitation is evaluated and change to improve how projects are scored and prioritized. We will consider these comments during that time.	13
Transit and active transportation	Provide municipalities assistance related to pedestrian-friendly land use and improve public transportation.	The region's draft update to the Transportation Policy Plan specifically contains a Work Program item to identify best practices for infrastructure treatments supporting walkable neighborhoods and enabling better pedestrian connections to transit in different types of communities. We will share your comment about promotional efforts for public transit with the region's transit providers.	193
Metro Transit grant funding amendment	Metro Transit requested the addition of a discretionary award to fund the installation of solar-powered charging stations in the new Minneapolis Bus Garage (Formerly known as the Heywood II Bus Garage).	The final TIP will reflect this request (Project Number TRF-TCMT-21AG).	3

Topic	Comment summary	Response	Committer number
Technical comments	A list of key projects occurring in Washington County.	Comment acknowledged.	201
Text and technical edits	Text and technical edits	Suggested edits accepted as appropriate.	30
Technical comments	This letter and table document the changes to the TIP from the time the draft was submitted for TAB review to the end of the public comment period.	These changes are reflected in the 2021-24 TIP.	27





390 Robert Street North  
Saint Paul, MN 55101-1805

651.602.1000  
TTY 651.291.0904  
[public.info@metc.state.mn.us](mailto:public.info@metc.state.mn.us)  
[metro council.org](http://metro council.org)

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