

2050 TRANSPORTATION POLICY PLAN

Public comment summary

January 2025



Regional vision

A prosperous, equitable, and resilient region
with abundant opportunities for all to
live, work, play, and thrive.

Regional core values

Equity | Leadership | Accountability | Stewardship

Regional goals

Our region is equitable and inclusive

Racial inequities and injustices experienced by historically marginalized communities have been eliminated; and all people feel welcome, included, and empowered.

Our communities are healthy and safe

All our region's residents live healthy and rewarding lives with a sense of dignity and wellbeing.

Our region is dynamic and resilient

Our region meets the opportunities and challenges faced by our communities and economy including issues of choice, access, and affordability.

We lead on addressing climate change

We have mitigated greenhouse gas emissions and have adapted to ensure our communities and systems are resilient to climate impacts.

We protect and restore natural systems

We protect, integrate, and restore natural systems to protect habitat and ensure a high quality of life for the people of our region.



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Public comment period

The Metropolitan Council accepted public comments from Aug. 15 through Oct. 7 through various channels, including email, phone, mail, recorded message, an online comment portal, and a public hearing on Sept. 25. During that time, nearly 2,000 total comments were received from approximately 500 organizations and individuals. Specifically, the draft Transportation Policy Plan received nearly 400 comments from 17 cities, seven counties, one state agency, one federal agency, and seven additional partner organizations.

Demographics

For individuals who commented on the draft Transportation Policy Plan and provided voluntary demographic data, the following data are available:

Gender

- 56% identified themselves as men
- 34% as women
- 5.5% preferred not to answer
- 2% as another gender not listed
- 1% as transgender
- 1% as non-binary

Age

- 18-24: 11%
- 25-34: 19%
- 35-44: 24%
- 45-54: 12%
- 55-64: 16%
- 65-74: 14%
- 75-84: 3%
- 85+: 1%

Summary of feedback

Selected quotes

“We are pleased to see policy and action items included in the plan’s Work Program to review/study existing highway infrastructure needs. Maintaining and modernizing our existing infrastructure to ensure a safe and reliable transportation network is equally as important as adding new infrastructure/services.”

“Overall, the county supports the Imagine 2050 TPP as it closely aligns with county goals in our comprehensive plan, Climate Action Plan, Disparity Reduction, ADA Transition Plan, Complete and Green Streets Policy, safety planning and various modal plans. We value the efforts to develop a plan that promotes agency collaboration in identifying common goals and priorities that will set the region up for future success.”

“MnDOT is encouraged by the alignment between the TPP goals and the 2022 Statewide Multimodal Transportation Plan (SMTP). The TPP’s emphasis on the Safe System approach, Complete Streets and electric vehicle support is essential to achieving our shared goal of a multimodal system that maximizes the health of people, the environment and our economy. From a statewide perspective, we welcome collaboration on a shared mobility strategy and clarifying the role of electric vehicle charging infrastructure within the Met Council’s funding plans.”

“We support the plan’s goals of creating a region that is equitable and inclusive, healthy and safe, dynamic and resilient, addresses climate change, and protects and restores natural systems. Transportation has a massive impact on the health, wealth and vitality of our communities and shared planet. We appreciate that this plan recognizes that redressing past harms requires a new approach with new values and evaluation metrics. However, this plan must go further to accelerating a shift away from car-dependency and toward a sustainable, convenient and equitable transportation system.”

Major themes

Overall

- Climate and environment:
 - Support for vehicle miles traveled reduction, greenhouse gas reduction, and electrification objectives, policies, or actions
 - Concern about application of climate actions across a region with diverse land uses and transportation needs
- Asset management: Concern about lack of a specific objective on maintenance and modernization activities
- Future investments: Noting the exclusion of an increased revenue scenario, some desire more description of unmet investment needs
- Multimodal investment tone:
 - Support for multimodal considerations integrated throughout the plan
 - Concern the plan overemphasizes non-highway transportation modes
- Distribution of investment benefits: A variety of perspectives on issues like disinvestment, environmental justice, reparative investments, and geographic distribution of funding

Transit

- Transitway planning and prioritization:
 - Perspectives on transitway project development and governance
 - Support from transit advocates for Met Council taking a stronger role in creating an updated regional transit vision
- Expansion:
 - Support or opposition for transit expansion and specific corridor, modal, and/or station preferences
 - Requests for additional study of regional-level or corridor-level transit investments
 - Many non-agency public comments requesting investment in regional and intercity transit options
- Finance: Desire for regional discussion on unallocated sales tax revenue
- Coverage: Varying perspectives on transit needs and service level by land use, and need to coordinate services and experience regionally
- Safety and security: Importance of this issue on transit services remains clear and shared across the region

Highway

- Safety: Priority shared by many commenters
- Highway mobility: Support for highway mobility investments to serve economic needs like freight and population growth

- Opposition to highway mobility investments and/or support reparative investments to address ongoing environmental justice harms and climate impacts
- Differing viewpoints that the plan either over-emphasizes or under-emphasizes the impacts of highway investments
- Differing viewpoints on the efficacy of highway mobility investments on improving travel reliability and reducing congestion
- Highway delay: Specific support or opposition to the objective on highway reliability and excessive delay
- Multimodal coordination: Support for coordinating multimodal investments with highway investments

Pedestrian and Bicycle

- Regional Bicycle Transportation Network: Support for updating the network and various perspectives on changes to its criteria, coverage, and tiering
- Requested update to network-identified regional destinations
- Requested engagement with parks agencies relating to the role of regional trails in the network
- Sensitivity to bicycling network needs by regional geography
- Connectivity: Support for barrier removal and related study work
- Pedestrian Safety: Support for investments to reduce pedestrian fatalities and serious injuries throughout the region, and specific technical questions or clarifications related to this work
- Accessibility: Questions about new policies that seek to increase Americans with Disabilities Act (ADA) compliance or promote universal design

Other

- Finance: plan contains limited discussion of the differences in revenue availability between city and county governments
- Balancing freight needs: differing perspectives on how freight user needs can conflict with safety and environmental justice needs
- Freight transfer and delivery: a variety of suggestions related to intermodal facilities, first-last mile connections, and e-commerce
- Tribal engagement and American Indian cultural resources: request from that the Met Council provide guidance on engagement best practices and identify implementing actions so the transportation system can better support and serve cultural resources
- Aviation and land use compatibility: suggestions related to comprehensive plan requirements and impacts like air quality and noise
- Performance: clarifications and suggested changes or additions to performance measures
- Work program task engagement: requests for agency engagement while scoping specific work program items, and more detail on community engagement when performing those tasks
- Plan length, readability, and format: various suggestions to improve usability of the document

Summary of high-level revisions

- Removal of the Riverview Corridor modern streetcar locally preferred alternative and its anticipated funding
- Revised discussion of local government revenues and spending opportunities
- Narrative and map changes to demonstrate continued commitment to transitway investment on the corridor
- Added discussion of Gold Line Extension to list of potential future transitways
- Added discussion of future regional transit visioning work with partner agencies
- Objective focused on excessive delay revised to clarify intent
- Addition of specific highway spot mobility projects
- Corrections to the Critical Urban Freight Corridors map
- Limited additions to regional bike network destinations
- Changes to health actions to address research needs
- Clarification of work program task purposes
- Additional narrative and data on access to destinations
- Other minor changes responding to many specific comments, clarifications, or corrections

A [chapter-by-chapter summary of revisions](#) was outlined for the Dec. 9, 2024 Transportation Committee.

Public comment data

The following section provides a full output of all the public comments received during the formal public comment period for the Transportation Policy Plan.

Online portal participants

There were approximately 100 people who participated in the Transportation Policy Plan topics on the online portal. Eighteen provided their names:

Sal Burns	August King	Tanya Peche
Rand Carlson	Todd Larson	Emily Smoak
Paul Fiesel	Brandon Maurisak	John Szurek
Richard Fink	Olaf Minge	Bill Tiedemann
Brian Hunke	Malachi Moser	Jonathan Vlaming
Nancy Johnson	S Moss	Robert Wellemeyer

Data from online comment portal

Goal: We protect and restore natural systems.

Question: How important do you find each of these transportation objectives in meeting this regional goal?

- The region's transportation system protects, restores, and enhances natural systems (for example, air, water, soil, vegetation, and habitat quality).

Extremely Important	57/111	51%
Somewhat important	31/111	28%
Neutral	13/111	12%
Somewhat unimportant	5/111	4.5%
Not at all important	5/111	4.5%

Question: How would you rank these policies?

- Policy 1: Prioritize projects which reduce total impervious surface coverage or minimize right-of-way needs.
- Policy 2: Use existing transportation rights-of-way and transportation project development to protect and restore natural systems.

Average Rank Order

- Policy 2
- Policy 1

Question: What actions caused you to rank policies as a higher priority?

Comment	Response
I think a lot of this is already being done. They are all good ideas, though I would focus limited resources on those that can be applied regionally.	Thank you for your feedback on the policies addressing the regional natural systems goal. The Met Council is currently evaluating the Regional Solicitation, our region's process for allocating certain federal transportation funds. That evaluation is considering how these natural systems policies will be factored in project selection.
Fix what we have first.	Maintenance and asset management priorities are addressed by the agencies that own the transportation assets, such as MnDOT, counties, and transit providers. As agencies do regular maintenance and operations activities, they often use these opportunities to modernize infrastructure to better meet the needs of the current and anticipated community.

Question: What actions caused you to rank policies as a lower priority?

Comment	Response
Good idea but secondary.	The Met Council appreciates your input and will share your comments with our regional transit partners. The region is committed to providing reliable transportation resources to transit users including paratransit and dial-a-ride. Within the Transportation Policy Plan's Policies and Actions, Policy 20 and its actions involve coordinating transit service delivery to improve mobility coordination and connection. Additionally, Policy 26 outlines measures to address congestion, travel delays, and reliability concerns within the transportation system.

Goal: Our communities are healthy and safe.

Question: How important do you find each of these transportation objectives in meeting this regional goal?

- People do not die or face life-changing injuries when using any form of transportation.

Extremely Important	77/105	73%
Somewhat important	14/105	13%
Neutral	9/105	9%
Somewhat unimportant	3/105	3%
Not at all important	2/105	2%
- People feel safer, more comfortable, and more welcome when using any form of transportation.

Extremely Important	71/105	68%
Somewhat important	26/105	24%
Neutral	5/105	5%
Somewhat unimportant	1/105	1%
Not at all important	2/105	2%
- We mitigate and avoid harm to people caused by nearby transportation infrastructure and use (for example, air quality, noise, light).

Extremely Important	44/105	42%
Somewhat important	35/105	33%
Neutral	13/105	12%
Somewhat unimportant	8/105	8%
Not at all important	5/105	5%
- People are better connected to community and cultural resources that support their physical, emotional, and mental well-being.

Extremely Important	45/105	43%
Somewhat important	34/105	33%
Neutral	13/105	12%
Somewhat unimportant	2/105	2%
Not at all important	11/105	10%
- People can increase physical activity with more opportunities to walk, roll, or bike.

Extremely Important	58/105	55%
Somewhat important	17/105	16%
Neutral	18/105	17%
Somewhat unimportant	5/105	5%
Not at all important	7/105	7%

Question: How would you rank these policies?

- Policy 1: Plan for and invest in transportation facilities that are context-sensitive and are high quality and comfortable for all users.
- Policy 2: Work to eliminate fatalities and serious injuries from traffic crashes and incidents on the transportation system by 2050 using the [Safe System](#) approach.

- Policy 3: Emphasize and prioritize the safety of people outside of vehicles in the transportation right-of-way.
- Policy 4: Provide safe, secure, and welcoming transit facilities for all users.
- Policy 5: Use transportation investments and priorities to reduce negative health impacts influenced by the transportation system.
- Policy 6: Incorporate culturally appropriate placekeeping and placemaking into transportation projects, infrastructure, and right-of-way.

Average Rank Order

- Policy 2
- Policy 4
- Policy 3
- Policy 1
- Policy 5
- Policy 6

Question: What actions caused you to rank policies as a higher priority?

Comment	Response
<p>Safety is always the highest priority. I'd like to see a stronger emphasis on the regional aspects of the Active Transportation Network.</p>	<p>Thank you for your comment. The Transportation Policy Plan includes multiple policies and actions to improve real and perceived safety for people walking and biking across the region, including Policy 11 to emphasize and prioritize the safety of people outside of vehicles, and actions to support all ages and abilities infrastructure in urban, suburban, and rural contexts. The Transportation Policy Plan also includes Work Program items to assist implementing agencies with building a network that considers all users and elevates the needs of active transportation users. See actions 11D on Safer Connections to Transit and 23E on Complete Streets Local Implementation Guide. More details on the region's approach to active transportation can also be found in the Bicycle and Pedestrian Investment Plans.</p>
<p>Age Freindly Transportation are at the top to ensure that all ages can access smart, safe transportation. Easy access will eliminate isolation and loneliness</p>	<p>Thank you for your comment. The Imagine 2050 Transportation Policy Plan includes an objective and associated policies and actions to ensure people have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.</p>
<p>Again what activity would make the most impact on all citizens.</p>	<p>Thank you for your comment.</p>

Comment	Response
<p>Please, what is Safe System??</p>	<p>Thank you for your comment. The Safe System approach describes a comprehensive approach to safety that seeks to prevent crashes from happening and minimizing harm caused by crashes when they do occur. You can learn more in the Overview section of the Transportation Policy Plan or by visiting this link: https://www.transportation.gov/NRSS/SafeSystem. Met Council staff intends to provide graphics that better illustrate the Safe Systems approach and will provide links to that graphic in the appropriate places.</p>
<p>This item (4.C) is one that resonates with me. There have been wonderful investments in our public transportation system (light rail, BRT, etc), however the design for operations/maintenance as well as the ongoing maintenance have been a real problem. Light Rail stations have become a blight and are pulling down the neighborhoods that they are in. The design could be better done (easier to clean, more visibility, less conducive to illicit behavior, etc). The new BRT stations are at risk of this same issue. BRT stops/stations will be hard to clean (no drains, no water cut outs in concrete corners).</p> <p>4.C Design for maintenance and operations needs at new or reconstructed transit facilities. Evaluate new investments to ensure misuse of facilities does not affect positive customer experiences. When designing transit facilities, review designs and material choices for ease of maintenance, durability, and reducing vandalism.</p>	<p>Thank you for your comment. The Met Council has shared it with our regional transit partners that will lead the implementation of this action.</p>
<p>My experience with mass transit near the airport and elsewhere has been awful. It doesn't feel safe, there are homeless? / odorous people on the trains, graffiti, broken glass, etc. On the other hand, Southwest Transit does a great job with service, cleanliness, airport rides, medical service rides, etc. They are properly run and great to use.</p>	<p>The Met Council agrees that making transit facilities safe, secure, and welcoming for all users is an important regional priority. Policy 12 and its corresponding actions in the Transportation Policy Plan's Policy and Actions directly address this. The Met Council will also share your comments with the appropriate transit providers.</p>

Question: What actions caused you to rank policies as a lower priority?

Comment	Response
<p>Metro Transit should already be focusing on how to make its service more appealing. Imagine 2050 should be more forward thinking, and the Plan should have a stronger emphasis on how to best prepare for and promote development of 21st century transit.</p>	<p>Thank you for your comments. We appreciate the need to be responsive to customer and community expectations for our existing transit service - Metro Transit's vision for the transit experience is that it be consistently safe, clean, and welcoming and that the service be convenient, reliable, and environmentally sustainable. Imagine 2050 provides the framework for transit's future, and we recognize the focus will likely become clearer as we see how the existing vision plays out with new revenue sources and shifting population in communities.</p>
<p>The other areas are important, of course, but the scope of priorities is quite large and giving feedback on all of them is not easy.</p>	<p>Thank you for your comment. The Met Council has shared it with our regional transit partners that will lead the implementation of this action.</p>
<p>Culturally appropriate is a relatively low priority. If there are things like burial grounds, then an appropriate discussion for a plan of action is necessary. Smaller issues - low significance to overall projects.</p>	<p>Culturally appropriate transportation infrastructure, including the planning process to identify needs and neighborhood context as described in action 14D, is an important element to ensure that the transportation investments support a thriving community for the people who live, work, and visit. The Met Council also has a work program item to create processes and guidelines and implement training for a community assessments process.</p>

Goal: Our region is equitable and inclusive.

Question: How important do you find each of these transportation objectives in meeting this regional goal?

- Historically disadvantaged communities are better connected to jobs, education, and other opportunities.

Extremely Important	58/101	57%
Somewhat important	23/101	23%
Neutral	8/101	8%
Somewhat unimportant	3/101	3%
Not at all important	9/101	9%

- We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color.

Extremely Important	57/101	56%
Somewhat important	18/101	18%
Neutral	9/101	9%
Somewhat unimportant	3/101	3%
Not at all important	14/101	14%

- We better meet the transportation needs of people who have disabilities or limited mobility.

Extremely Important	69/101	68%
Somewhat important	18/101	18%
Neutral	10/101	10%
Somewhat unimportant	2/101	2%
Not at all important	2/101	2%

Question: How would you rank these policies?

- Policy 1: Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
- Policy 2: Ensure communities and investments meet federal Americans with Disabilities Act (ADA) standards and encourage partner government agencies to go above minimum standards to fully meet the needs of people who have a disability in infrastructure, services, communication, and engagement.
- Policy 3: Implement strategies against gentrification and displacement caused by transportation investments.
- Policy 4: Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
- Policy 5: Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.

Average Rank Order

- Policy 1

- Policy 5
- Policy 4
- Policy 2
- Policy 3

Question: What actions caused you to rank policies as a higher priority?

Comment	Response
<p>Past highway investments has broken up historically communities and have caused more harm than benefits. We should start looking at ways to correct this.</p>	<p>Thank you for your comment. The upcoming Freeway Harms Study will identify mitigation measures and opportunities to minimize future harms by providing best practices for project development.</p>
<p>Getting and using quality public input is really important. Same with the ADA Policy. You should already be doing both full scale and not need to put it in a policy plan. Were Policies 3, 4 & 5 developed with significant public input? Or is input limited to the end of the process?</p>	<p>Thank you for your comment. Pages 10 through 13 in the Overview section of the Transportation Policy Plan briefly discuss the extensive outreach and engagement done to support the development of the Transportation Policy Plan, including working groups, community-based organizations, and supporting studies. Findings from this work directly influenced the contents of the plan, including the referenced policies.</p>
<p>Equity is our main focus, repairing harm done and eliminating future harm is a top priority. Our focus- the Aging Population in the 7 county region is top of mind. Transportation is connected to eliminating isolation and engaging older adults in the community is a priority.</p>	<p>Thank you for your comment. The Met Council agrees that transportation is a critical element to ensuring people of all ages are better connected to community and cultural resources that support their physical, emotional, and mental well-being.</p>
<p>DEI</p>	<p>Thank you for your comment.</p>
<p>The category most historically disadvantaged by our transport system is nondrivers regardless of religion, color, income or any other factor. That is how I define my top choice above. Whether your income is \$1M or \$10k, the region should be completelt accessible without a car.</p>	<p>Thank you for your comment.</p>

Comment	Response
<p>Policy 4 - I think that it is important to evaluate polices that have burdened communities affected by Interstate Road development. These people need fast, reliable, consistent transportation out of the Core and into the suburbs to get to well paying jobs without excessive transfers and excessively long transport times. Transit hubs must be conveniently spaced close to peoples' homes to reduce the cost and time to get to the hubs. Hubs must offer minimum stop/non stop options to regions close to employment opportunities. East-West flow of transit needs to improve. The antiquated system of moving busses downtown in order to transfer must be eliminated because it adds too much time and effort to reach the suburbs.</p>	<p>The Met Council will soon begin the Freeway Harms Study, which will identify the types and levels of long-term and continuing harms and impacts of the highways on adjacent communities and populations, propose mitigation investment actions, and will prioritize mitigation investments and locations for funding and eventual inclusion in the plan. The Met Council is committed to providing frequent and reliable transportation resources to all transit users. The Transportation Policy Plan's Policies and Actions includes Policy 28 and action C, which outlines an action to “coordinate planned transportation infrastructure construction impacts to minimize the overall disruption to people and businesses.” Regarding service reliability, Policy 25 details measures for reducing delays and improving travel time consistency, and Policy 22 includes actions to improve and implement mobility hubs throughout the region. The Met Council appreciates your input and will share your comments with our regional transit partners.</p>

Question: What actions caused you to rank policies as a lower priority?

Comment	Response
<p>Policies 3,4 & 5 need to be better thought out with lots of public input from across the region.</p>	<p>Thank you for your comment. Pages 10 through 13 in the Overview section of the Transportation Policy Plan briefly discuss the extensive outreach and engagement done to support the development of the Transportation Policy Plan, including working groups, community-based organizations, and supporting studies. Findings from this work directly influenced the contents of the plan, including the referenced policies.</p>
<p>Policies that are lower priority are in no way less important- all policies are critical</p>	<p>Thank you for your comment. The Met Council agrees that transportation is a critical element to ensuring people of all ages are better connected to community and cultural resources that support their physical, emotional, and mental well-being.</p>
<p>Most impactful on a restorative process and correcting mistakes</p>	<p>Thank you for your comment.</p>
<p>Tying displacement with gentrification made me place that one last. If displacement is from something like replacing Larpenteur and Hennepin Avenues with an 8-lane freeway, then would have ranked 1st.</p>	<p>Thank you for your comment.</p>

Comment	Response
<p>Antigentrification arguments too often overlook the fact that the biggest transit investments must be easily available to those with the most choice in order to gain political support, change the behavior of those with lifestyles that damage the environment and society the most (the affluent and the weakly) and maximize environmental benefit and survival.</p>	<p>Thank you for your comment.</p>
<p>Policy 2 - ADA is well established and enforced. The Federal government will ensure that these needs continue to be met.</p>	<p>Thank you for your comment. The policy also acknowledges that the ADA is a minimum that often does not fully meet the needs of people with different disabilities, which will take additional work beyond federal oversight.</p>

Goal: Our region is dynamic and resilient.

Question: How important do you find each of these transportation objectives in meeting this regional goal?

- People and businesses trust that transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.

Extremely Important	43/102	43%
Somewhat important	42/102	41%
Neutral	15/102	15%
Somewhat unimportant	2/102	3%
Not at all important	0/102	0%
- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.

Extremely Important	74/102	72%
Somewhat important	9/102	9%
Neutral	10/102	10%
Somewhat unimportant	2/102	2%
Not at all important	7/102	7%
- People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays.

Extremely Important	29/102	28%
Somewhat important	18/102	17%
Neutral	20/102	20%
Somewhat unimportant	17/102	17%
Not at all important	18/102	18%
- People and businesses can rely on predictable and cost-effective movement of freight and goods.

Extremely Important	33/102	32%
Somewhat important	35/102	34%
Neutral	25/102	25%
Somewhat unimportant	2/102	2%
Not at all important	7/102	7%

Question: How would you rank these policies?

- Policy 1: Plan and implement a complete bicycle system including local networks that connect to the [Regional Bicycle Transportation Network](#) alignments to provide connections between regional destinations and local bicycle networks.
- Policy 2: Identify, prioritize, and improve locations where network gaps or physical barriers (like rivers, freeways, and rail corridors) may impede non-motorized travel.
- Policy 3: Provide regional funding and tools to support planning and implementation for pedestrian travel at the local level.
- Policy 4: Use a variety of transit service types to match transit service delivery to residents' daily needs based on transit markets.

- Policy 5: Plan for, invest in, and implement a network of transitways to expand access to reliable, frequent, high-capacity transit services.
- Policy 6: Coordinate transit service delivery and operations to create a high-quality rider experience.
- Policy 7: Use travel demand management (TDM) to plan, fund, and promote multimodal travel options and alternatives to driving alone.
- Policy 8: Provide high-quality connections within and between modes of transportation.
- Policy 9: Implement a Complete Streets approach in policy, planning, operations, and maintenance of roads.
- Policy 10: Plan for and invest in first/last-mile freight connections between major freight generators and the regional highway system.
- Policy 11: Provide transportation options and transit advantages on roadway corridors with delay and travel time reliability issues.
- Policy 12: Focus highway mobility investments on corridors with high levels of existing delay and travel time reliability issues.
- Policy 13: Identify and implement activities and investments that will mitigate current or anticipated climate or weather-related impacts.
- Policy 14: Pursue opportunities to minimize disruption and non-recurring delay from weather, security, and traffic incidents.

Average Rank Order

- Policy 1
- Policy 4
- Policy 9
- Policy 5
- Policy 2
- Policy 8
- Policy 3
- Policy 6
- Policy 7
- Policy 13
- Policy 14
- Policy 11
- Policy 10
- Policy 12

Question: What actions caused you to rank policies as a higher priority?

Comment	Response
<p>The quickest, least expensive and most productive investment to meet the goals of Imagine 2050 is to focus on the development of the Active Transportation Network.</p> <p>While I rated Policy 1 as the highest priority, the actual actions of Policy 1 need to be completely reworked as it is currently based on past work on the Regional Bicycleless Transportation Network. That work does not take into account the needs of the emerging active transportation market, nor does it recognize the need to build the network in conjunction with development in the outer edge of the metro. The Active Transportation network needs to be designed by the agencies that actually design, build and operate the active transportation system.</p>	<p>Thank you for your comment. The Regional Bicycle Transportation Network is the established regional plan for connecting to and between regional destinations and includes the primary corridors and alignments that connect local bicycle networks. It is an integrated network of off-road trails and on- or adjacent-street bicycle facilities. An established formal update process is available to local implementing agencies to propose extensions or shifts to alignments or corridors in response to development as it occurs or is planned throughout the region. Action 15D has been added to further consider improved RBTN connections to rural communities beyond changes currently considered through the update process. The Met Council works closely with active transportation implementing agencies on the active transportation network through technical working groups, funding programs, and plan reviews.</p>
<p>All policies are important, ranking is critical, but not necessary- finding ways to engage the entire population across all age groups is critical for all of us to age in place in community</p>	<p>Thank you for your comment. The Imagine 2050 Transportation Policy Plan engaged with people from across the region throughout the development of the plan and is summarized in the Overview section. The plan also includes objectives, policies, and actions to encourage our local partners to do quality engagement in their planning work.</p>
<p>Concerned about modern street car project. Neighbors and businesses do not want it - we would rather see a rapid bus line option.</p>	<p>This comment will be shared with the relevant project staff at Ramsey County and Metro Transit. Please note, the Met Council has removed the Riverview Modern Streetcar project from the plan based on our coordination with Ramsey County. The region is committed to a future transit investment on this corridor. The final mode and other details will be determined through ongoing and future planning work.</p>
<p>We've got an incredible cycling trail system. More people should enjoy it.</p>	<p>Thank you for your comment. The Bicycle Investment Plan recognizes the value trails provide to our region.</p>

Question: What actions caused you to rank policies as a lower priority?

Comment	Response
<p>The Met Council was created to study and solve regional issues. Parts of this plan tend to focus on micro-level (neighborhood) projects. Micro can be good if you illustrate how that provides regional benefits, but often it seems it is based on an everything except the kitchen sink idealism. It is good to boil down the Maple Syrup, and this section has lots of ingredients that need to be simplified.</p>	<p>Thank you for your comment. The Transportation Policy Plan is used to prioritize funding for local transportation projects with regional benefit through the Regional Solicitation process and provide best practices and technical guidance for communities to consider in their local comprehensive planning that helps support the regional goals, objectives, and policies.</p>
<p>Policy 1 - Love biking as recreation but Minnesota weather precludes biking from being an impactful year-round transportation solution and is inherently biased against disabled and elderly - let biking be funded by recreation dollars, not transportation dollars</p> <p>Policy 12 - fixing bottlenecks in terms of improving safety is a good goal. However, adding lanes instead of moving people to mass transit won't solve many issues</p> <p>Policy 10 - probably reading wrong but, if this is a major issue, then make major freight generators pay to solve</p>	<p>Thank you for your comment. The plan provides for a balanced set of transportation choices, access, and affordability, understanding that not everyone will make the same choices, and biking is included as an important transportation choice that people are and will continue to make. For people with certain types of disabilities, biking can be more accessible than walking, and the increase in e-bikes has broadened access to this mode for people with differing physical abilities.</p>
<p>I feel like LRT have been an absolute disaster in terms of deciding to build it, managing the building process and fiscal responsibility. It's hard to trust the council to do better especially with the current discussion of plans from St. Paul to MSP. Keep it simple, use rapid transit buses rather than LRT.</p>	<p>The Met Council is committed to providing reliable and coordinated transportation resources throughout the metro region. The Transit Investment Plan describes the region's planned investments in high-capacity transit which include many bus rapid transit services and related infrastructure. Additionally, the Transportation Policy Plan's Policies and Actions includes Policy 3 which details measures to ensure that asset management activities and investments advance regional goals and objectives.</p>

Goal: We lead on addressing climate change.

Question: How important do you find each of these transportation objectives in meeting this regional goal?

- The region’s transportation system minimizes its greenhouse gas emissions.

Extremely Important	60/101	59%
Somewhat important	17/101	17%
Neutral	11/101	11%
Somewhat unimportant	2/101	2%
Not at all important	11/101	11%
- People have more reliable access to zero emissions vehicle infrastructure.

Extremely Important	36/101	35%
Somewhat important	32/101	32%
Neutral	13/101	13%
Somewhat unimportant	5/101	5%
Not at all important	15/101	15%
- By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.

Extremely Important	61/101	60%
Somewhat important	9/101	9%
Neutral	9/101	9%
Somewhat unimportant	6/101	6%
Not at all important	16/101	16%

Question: How would you rank these policies?

- Policy 1: Ensure the availability, visibility, and accessibility of electric vehicle charging infrastructure.
- Policy 2: Evaluate and mitigate the greenhouse gas (GHG) impacts of transportation plans and projects.
- Policy 3: Prioritize projects that reduce vehicle miles traveled through sustainable transportation options.

Average Rank Order

- Policy 3
- Policy 2
- Policy 1

Question: What actions caused you to rank policies as a higher priority?

Comment	Response
<p>All three policies are very important. The most effective action, if done correctly is: 3.F Examine ways in which regional transportation investments can better support more efficient land use patterns.</p>	<p>Thank you for your comment. The Regional Solicitation Evaluation, currently underway, will determine how to implement the Transportation Policy Plan through the funding prioritization process. The Met Council must be able to measure the impacts of various project types to fully understand their impacts and ensure investments support the State laws to reduce vehicle miles traveled and greenhouse gas reduction. The Land Use Policy Plan has additional considerations for local governments when completing their comprehensive plans with respect to reducing greenhouse gas emissions.</p>
<p>Current system for EV vehicles makes it challenging to depend on them - particularly outstate. Why not incentivize hybrid vehicles - especially for cold climates like Minnesota? If we'd have (or will) incentivize hybrids, we'll move the needle forward much faster as further EV development continues. This goal of full EV for MN doesn't look feasible for a lot of reasons including our electrical grid.</p>	<p>Climate change is directly related to the amount of fossil fuels burned so improved fuel efficiency for internal combustion engines, increasing usage of hybrid and plug in hybrid vehicles and battery electric vehicles all contribute to greenhouse gas mitigation. Battery electric vehicles (BEVs) cannot meet all needs but have the greatest potential for GHG mitigation. BEVs are greatly improving in cost and range due to investments by automakers, and in convenience due to investments in reliable charging by utilities, governments and others. Utilities are planning for a decades long transition to more and cleaner electricity generation to support the electrification of transportation, heating and other high activities that today utilize fossil fuels.</p>

Question: What actions caused you to rank policies as a lower priority?

Comment	Response
<p>One action that gives me heartburn is: 3.A Develop a methodology that can evaluate projects for their impacts on vehicle miles traveled. I can see this morphing into yet another "Points" formula for TAB to use to decide what projects are worthy. I understand the volume of decisions and the need for such an approach for TAB. But I'd rather see Imagine 2050 focus on more integrated solutions (e.g. 3.F)</p>	<p>Thank you for your comment. The Regional Solicitation Evaluation, currently underway, will determine how to implement the Transportation Policy Plan through the funding prioritization process. The Met Council must be able to measure the impacts of various project types to fully understand their impacts and ensure investments support the State laws to reduce vehicle miles traveled and greenhouse gas reduction. The Land Use Policy Plan has additional considerations for local governments when completing their comprehensive plans with respect to reducing greenhouse gas emissions.</p>

Comment	Response
<p>Policy 1 - EV infrastructure is great and consistent with the car-centric society that we have. However, focus should be to make it easier to limit how often a personal vehicle is needed</p>	<p>Thank you for your comment. The Transportation Policy Plan recognizes that a multifaceted approach to GHG emissions reduction will be the most effective for reducing our contribution to climate change. The Transportation Policy Plan is committed to supporting the state's goal to reduce vehicle miles traveled by 20% per capita below 2019 levels and prioritizing projects that reduce vehicle miles traveled through sustainable transportation options. Multiple transportation objectives and supporting policies and actions seek to improve non-auto options available to people across the region.</p>

Investment plan priorities

Question: If you had money to spend in each of these areas, what type would you prioritize most?

Highway Investment Plan

- Operations and maintenance
- Repairing or updating existing infrastructure
- Improving highway mobility

Transit Investment Plan

- Expanded service
- Improvements that make existing service faster or more reliable

Freight Investment Plan

- Improvements to regional truck freight corridors on highways

Bicycle Investment Plan

- Improved crossings of regional barriers like railroads, rivers, and highways

Pedestrian Investment Plan

- Reducing pedestrian barriers (highways, railroad, rivers, etc.)

TDM Investment Plan

- Improved wayfinding, trip planning tools, and place-based amenities
- Incentives to build less auto-oriented developments like apartments and offices

In-person and anonymous feedback

Attendees at several in-person community and youth events were asked what their vision for the region of the future is. Below are their responses.

Comment	Response
Less car dependency, more bikes, more natural native plants, increased housing density for greater open space - less expansion to farmland.	Thank you for your comment. We agree – the Imagine 2050 Transportation Policy Plan includes plans and policies to encourage these things.
Accessible housing + better public transportation for all	Thank you for your comment. We agree – the Imagine 2050 Transportation Policy Plan includes plans and policies to encourage these things.
Transit systems accessible to all different types of housing available throughout the community, parks trails places to work that are in close proximity to where you live proximity to lakes, open spaces and transit	Thank you for your comment. We agree – the Imagine 2050 Transportation Policy Plan includes plans and policies to encourage these things.
Rent control apartments, more affordable housing, more co-op, grocery stores, more parks, more transportation, options and more affordable, transportation options, less pollution, equal rights for everyone more art in the community,	Thank you for your comment. We agree – the Imagine 2050 Transportation Policy Plan includes plans and policies to encourage more transportation options that are affordable and environmentally friendly.
Downtown area - big transition! What is next. How are we going to reimagine the downtowns to be vital + vibrant! Keep mass transit moving forward.	Thank you for your comment. While those issues are largely managed by the cities, we are partnering with cities to make sure our regional services meet long-term needs.
<p>More feeling of community and safety, less crime and theft.</p> <p>More walkable and transit friendly community</p> <p>Better public transit. More frequent. safer.</p> <p>More affordable housing. Safer housing. Help for those with drug and alcohol issues</p>	Thank you for your comment. Several policies in Imagine 2050 - namely around transit, transportation, housing, and land use - address the items you raise.

Comment	Response
<p>Every corner a pollinator corner</p> <p>More walkability</p> <p>We saved our commercial district</p> <p>You have to have a variety of building sizes</p> <p>Traffic slow down</p> <p>Trees! Trees! Trees!</p> <p>Resilience needs very much micro-scale w/water storage. They can also create safety plans at the neighborhood level</p>	<p>Thank you for your comment. Imagine 2050 highlights many of these considerations, and our technical assistance programs provide tools to help communities plan around many of these topics.</p>
<p>Less cars</p> <p>More mixed use development</p> <p>More native plants + trees, less grass increased water health</p>	<p>Thank you for your comment. We agree – the Imagine 2050 Transportation Policy Plan includes plans and policies to encourage these things.</p>
<p>More activities and more parks, intergenerational learning from kids to grandparents more bus stops, peace</p>	<p>Thank you for your comment. We agree – the Imagine 2050 includes plans and policies to encourage these things.</p>
<p>-Less waste from Met Council - SW Lightrail \$1 billion over</p> <p>-Less taxes</p> <p>-Better parking for disabled residents</p>	<p>Thank you for your comment.</p>
<p>more income, diversity and more diverse transit,</p>	<p>Thank you for your comment. We agree – the Imagine 2050 Transportation Policy Plan and other sections of Imagine 2050 include plans and policies to encourage more transit options, and address equity and inclusion in our communities.</p>
<p>Less trash in the streets, more education on future money and savings for kids, better education and less littering better technology less homeless people less trash everywhere more parks</p>	<p>Thank you for your comment.</p>
<p>Wildflowers</p> <p>alternative transportation - bicycles /trails</p> <p>Public art</p> <p>Community grown</p> <p>Amplified voices (native/etc) at the table and visible</p>	<p>Thank you for your comment. Policies in Imagine 2050 address providing guidance for plantings, as well as expanding and planning for bicycle transportation on roads and trails. We also appreciate your advocacy for native voices. We anticipate the work of the American Indian Advisory Council will continue beyond creating Imagine 2050.</p>

Comment	Response
<ol style="list-style-type: none"> 1. Green zones 2. Fresh food (organic) 3. Public transport 4. Good water quality 5. International cultural events 	<p>Thank you for your comment. We agree – the Imagine 2050 Transportation Policy Plan and other sections of Imagine 2050 include plans and policies to encourage more transit options and address the items you raise.</p>
<p>Walking distance to schools and parks and downtown</p>	<p>Thank you for your comment. We agree – the Imagine 2050 Transportation Policy Plan includes plans and policies to encourage these things.</p>
<p>Make sure most people are happy with parks include adaptive and inclusive exercise stations more things to climb, biking, and scooter trails make more ponds and have more fish art sculptures that are connected to different cultural backgrounds,</p>	<p>Thank you for your comment. Accessibility to our regional parks is a priority. There are aspects of Imagine 2050 that identify this and additional exploration around accessibility. We also agree that reflecting the cultural richness of the region is an important goal for our regional facilities.</p>
<p>add more parks and trails more play equipment swings more access to hiking more flowers more wildlife</p>	<p>Thank you for your comment. Our trails and natural areas are among the most popular aspects of our system and we're working to increase access to those areas.</p>
<p>bike trails + parks right at doorstep! Had in Minneapolis, wants in Eagan!</p>	<p>Thank you for your comment. Existing and proposed Met Council policies support the expansion of the Regional Parks and Trails System throughout the region. The System Plan identifies regional parks and trails that are open to the public, planned, or in search status. The many Regional Trail Search Corridors in the system plan demonstrates the anticipated future growth of the network. Also, Action 5 of the Recreation, Facilities, and Programming Policy looks at opportunities for coordinating work between the regional trail network and the regional bicycle transportation network.</p>
<p>More tree canopy, more bike lanes, more trains</p>	<p>Thank you for your comment. We agree – the Imagine 2050 Transportation Policy Plan and other sections of Imagine 2050 include plans and policies to encourage these things.</p>
<p>More trains, bike paths and parks</p>	<p>Thank you for your comment. We agree – the Transportation Policy Plan and other sections of Imagine 2050 include plans and policies to encourage these things.</p>

Comment	Response
I would love more walking trails, I appreciate when there is art in nature	Thank you for your comment. Imagine 2050 shows plans to expand Regional Parks and Trails. We agree art in nature is beautiful.
<p>Good bus system</p> <p>Clean drinking water</p> <p>More park activities (especially for young kids)</p> <p>(I like to learn the learn to paddle class)</p>	Thank you for your comment. Policies throughout Imagine 2050 support additional transit system investment, making sure we have drinking water for generations to come, and supporting regional parks agencies in programming for families.
Bike infrastructure everywhere	Thank you for your comment. The Transportation Policy Plan's Policies and Actions and Bicycle Investment Plan are supportive of city, county, and state investments in safe and comfortable bicycle infrastructure.
More bikeable and walkable paths!	Thank you for your comment. The Transportation Policy Plan's Policies and Actions and Bicycle and Pedestrian Investment Plans are supportive of city, county, and state investments in safe and comfortable bicycle and pedestrian infrastructure.

Comment	Response
<p>integrated, accessible, free multi-modal transit plans that focus on people who walk, roll, & ride (e-bike, bike, bus, train).</p>	<p>E-bike stimulus programs by local governments have been implemented in cities in other regions. The City and County of Denver and the City of Atlanta provide good examples for local governments in our region to consider. Text has been added in the Bicycle Investment Plan section to highlight these examples. This issue is addressed through Action 31E in the Policies and Actions Section.</p>
<p>E-bike stimulus expansion</p>	<p>Collaboration with Tribal Nations is addressed in Policy 4 (see Policies and Actions section) under which a new Action 4D has been added to provide best practice guidance on, and opportunities for, engagement by Tribes in transportation projects. Two other actions, 2D and 13L, address coordination in relation to tribal cultural resources.</p>
<p>High speed Rail</p>	<p>Metro Transit is completing a pilot with two zero fare bus routes (32 and 62) which will be concluded at the end of this year. The Met Council also recently changed fares to eliminate the rush-hour charge for local buses and METRO lines beginning Jan. 1. That means adult fares will be \$2 all day every day; senior, youth, Medicare, and mobility fares will be \$1 at all times. The Transportation Policy Plan generally supports building and operating frequent, high-capacity, reliable transit via transitways and the region's high-frequency bus network. However, high-speed rail is generally intercity rail which is MnDOT's purview. Met Council staff coordinate with MnDOT on these types of projects. Please refer to individual transit providers their plans on how they will implement high frequency bus networks, for example Metro Transit's Network Now website. Planning and studies of high-speed passenger rail are led by the Minnesota Department of Transportation's Rail Planning Office.</p>
<p>More & more frequent buses</p>	
<p>Collaborating with native stewards of the land to make it happen in ways that seize the land and the people</p>	

Comment	Response
<p>Safe transport in outer counties, esp w/ environmental concerns + accessibility for older adults + people with disabilities</p>	<p>As documented in the plan, the region intends to provide safe, accessible and environmentally sensitive transportation options for all people in the region including older adults and those with disabilities. Policy 18 in the Policies and Actions section states that the region will "Use a variety of transit service types to match transit service delivery to residents' daily needs based on transit markets." Further, Policy five states the region will ". Ensure communities and investments meet federal Americans with Disabilities Act (ADA) standards and encourage partner government agencies to go above minimum standards to fully meet the needs of people who have a disability in infrastructure, services, communication, and engagement."</p>
<p>That damn highway is gone! Public mass transit priority!</p>	<p>Comment acknowledged. This plan does prioritize the expansion of transit in our region and recognizes that the highway system is more fully developed and more in need of maintenance and management than expansion.</p>
<p>More public art all throughout the region! More accessible trails for biking, walking, and rolling</p>	<p>Thank you for your comment. We agree – the Imagine 2050 Transportation Policy Plan and other sections of Imagine 2050 include plans and policies to encourage these things.</p>
<p>I would love more bicycle friendly roads along tree-lines. Better access to public transport options for cyclists (things don't always go as planned). Public water areas at cultural centers/rest stops, perhaps around garden/flora areas</p>	<p>Thank you for your comment. A variety of actions in the Transportation Policy Plan encourage communities to emphasize safe and comfortable bicycle and pedestrian facility designs and improved connections between modes.</p>
<p>More elektrik velikls</p>	<p>Thank you for your comment. We agree – the Transportation Policy Plan includes plans and policies to encourage electric vehicles, particularly expanded public charging.</p>
<p>Continue to make our communities walkable. in our city more walking + biking have been added to the past 10 years and we have seen more sense of community</p>	<p>Thank you for your comment. We agree – the Transportation Policy Plan includes plans and policies to encourage these things.</p>
<p>More pedestrian friendly walk-ways/bike paths</p>	<p>Thank you for your comment. The Bicycle and Pedestrian Investment Plans are supportive of city, county, and state investments in safe and comfortable bicycle and pedestrian infrastructure.</p>

Comment	Response
<p>making transit stops closer to each other, making lakes healthier</p>	<p>Thank you for your comment. The 2050 Transportation Policy Plan provides guidance on transit stop spacing, but this is largely at the discretion of individual transit providers. Other sections of Imagine 2050 also address water quality.</p>
<p>High speed railway system! xoxo</p>	<p>Thank you for your comment. The Minnesota Department of Transportation is responsible for intercity passenger rail planning, and the Met Council will share your comments with their rail planning team. You can learn more about the state rail plan here: https://www.dot.state.mn.us/planning/railplan/.</p>
<p>More trains!!</p> <ul style="list-style-type: none"> - bullet trains - light rail 	<p>The Met Council agrees that rail transportation will play an important role in achieving the region's goals like reducing greenhouse gas emissions and providing useful, reliable transportation options in an equitable fashion. The fiscally constrained plan includes the Green Line Extension light rail project currently under construction as well as the Blue Line Extension light rail project. This Transportation Policy Plan also incorporated the Met Council's transitway advancement policy, which will strengthen the Met Council's role in developing transitways with our local partners.</p> <p>The Minnesota Department of Transportation (MnDOT) is responsible for intercity passenger rail planning, and the Met Council will share your comments with their rail planning team. The Met Council primarily plans for transportation within the Twin Cities region and participates in planning efforts led by others, like the MnDOT, for connections outside of our region. You can learn more about the state rail plan here: https://www.dot.state.mn.us/planning/railplan/.</p>

Comment	Response
Focus on free + Accessible metro transit systems.	<p>The Met Council agrees that access to transit service as well as transit vehicles and facilities being accessible for everyone are vital aspects providing high-quality transportation to the region. Policy 5 in the Policies and Actions section states that the region will "Ensure communities and investments meet federal Americans with Disabilities Act (ADA) standards and encourage partner government agencies to go above minimum standards to fully meet the needs of people who have a disability in infrastructure, services, communication, and engagement." Action 20C states that the region will "Provide fare products that balance attracting new riders, retaining existing riders, providing equitable service to disadvantaged communities, and sustainable funding."</p> <p>Metro Transit is completing a pilot project of operating two routes fare free (32 and 62) which will be concluded at the end of this year. Results from this pilot will be shared with regional policy-makers. The Met Council also recently changed fares to eliminate the rush-hour charge for local buses and METRO lines beginning Jan. 1. That means adult fares will be \$2 all day every day; senior, youth, Medicare, and mobility fares will be \$1 at all times.</p>

High speed rail!

The Minnesota Department of Transportation (MnDOT) is responsible for intercity passenger rail planning, and the Met Council will share your comments with their rail planning team. The Met Council primarily plans for transportation within the Twin Cities region and participates in planning efforts led by others, like the MnDOT, for connections outside of our region. You can learn more about the state rail plan here: <https://www.dot.state.mn.us/planning/railplan/>

Comment	Response
<p>More f***ing trains</p>	<p>The Met Council agrees that rail transportation will play an important role in achieving the region's goals like reducing greenhouse gas emissions and providing useful, reliable transportation options in an equitable fashion. The fiscally constrained plan includes the Green Line Extension light rail project currently under construction as well as the Blue Line Extension light rail project. This Transportation Policy Plan also incorporated the Met Council's transitway advancement policy, which will strengthen the Met Council's role in developing transitways with our local partners.</p> <p>The Minnesota Department of Transportation (MnDOT) is responsible for intercity passenger rail planning, and the Met Council will share your comments with their rail planning team. The Met Council primarily plans for transportation within the Twin Cities region and participates in planning efforts led by others, like the MnDOT, for connections outside of our region. You can learn more about the state rail plan here: https://www.dot.state.mn.us/planning/railplan/.</p>
<p>For public transit to be safe, clean, and more accessible to families coming into the cities from other regions</p>	<p>The Met Council agrees that making transit safe, secure, and welcoming for all users is an important regional priority. Policy 12 and its corresponding actions in the Transportation Policy Plan's Policy and Actions directly address this.</p>
<p>Affordable, safe access to mass transit, 24/7</p>	<p>The Met Council is actively working to ensure that transit resources are equitable, reliable, and safe. In the Transportation Policy Plan's Policies and Actions, Policies 10 and 12 describe approaches to improve safety and security measures to prevent injuries and crashes on and around the transportation system. Policy 19 outlines actions for improving access to frequent and reliable transit services.</p>
<p>Extend light rail (blue line) to southern cities. Currently it goes up to Bloomington and timing for the ones living southern is more than 50% increase vs. driving to downtown Minneapolis.</p> <p>More houses are protected to built in areas like Rosemount, so it will help with daily commute.</p> <p>Thanks!</p>	<p>Thank you for your comment. We'll keep this in mind as future extensions of existing transit corridors are considered.</p>

Comment	Response
<p>High speed railways! And more public transit</p>	<p>The Minnesota Department of Transportation (MnDOT) is responsible for intercity passenger rail planning, and the Met Council will share your comments with their rail planning team. The Met Council primarily plans for transportation within the Twin Cities region and participates in planning efforts led by others, like the MnDOT, for connections outside of our region. You can learn more about the state rail plan here: https://www.dot.state.mn.us/planning/railplan/</p>
<p>Would love to inspire transit in the city by having available pop-up buses (I have seen them :) of the Dakota Land Bus to help it live on! Kids love them</p>	<p>Thank you for your comment. We love how people have connected to this bus. We agree that buses can inspire beauty in our community.</p>
<p>I always wonder if those planning transit - ride transit. As an older resident soon living at University + Fairview it is unfortunate not to easily go between episcopal homes + Carondelet Village. (For Instance) 2 major St. Paul senior residences. BTW - Moving to this locale so that I can take the Green Line</p>	<p>Thank you for your comments. Generally speaking, the transit planners in the region are also transit riders. However, everyone has different needs they're trying to meet so input like yours is always useful. Your comments will be shared with the appropriate transit staff.</p>
<p>Easier and more efficient public transportation</p>	<p>Thank you for your comment. We agree – the Imagine 2050 Transportation Policy Plan includes plans and policies to encourage these things.</p>
<p>More trains</p>	<p>The Minnesota Department of Transportation (MnDOT) is responsible for intercity passenger rail planning, and the Met Council will share your comments with their rail planning team. The Met Council primarily plans for transportation within the Twin Cities region and participates in planning efforts led by others, like the MnDOT, for connections outside of our region. You can learn more about the state rail plan here: https://www.dot.state.mn.us/planning/railplan/</p>
<p>Communism would have built high trains by now</p>	<p>The Minnesota Department of Transportation (MnDOT) is responsible for intercity passenger rail planning, and the Met Council will share your comments with their rail planning team. The Met Council primarily plans for transportation within the Twin Cities region and participates in planning efforts led by others, like the MnDOT, for connections outside of our region. You can learn more about the state rail plan here: https://www.dot.state.mn.us/planning/railplan/</p>

Comment	Response
<p>Bus and train routes to connect the cities</p>	<p>Thank you for your comment. The Minnesota Department of Transportation is responsible for intercity passenger rail and intercity bus programs. The Met Council primarily plans for transportation within the Twin Cities region and participates in planning efforts led by others, like the MnDOT, for connections outside of our region. The Met Council will share your comments with the respective MnDOT teams. For passenger rail specifically, you can learn more about the state rail plan here: https://www.dot.state.mn.us/planning/railplan/.</p>
<p>Public transit that works for everyone! Sidewalks cleared in winter for accessibility</p>	<p>The Met Council appreciates your input and will share your comment with our regional partners. The Met Council is committed to its goal of making our region more equitable and inclusive for all communities. The Pedestrian Investment Plan recognizes the importance of snow and ice removal for year-round accessibility, and Action 22F in the Policies and Actions section calls for partners to "plan for and provide year-round maintenance on all transportation infrastructure." Policy 20 in the Transportation Policy Plan Policies and Actions describes measures to coordinate transit service delivery between regional providers to ensure all that all riders' needs are considered. Regarding sidewalk clearance in winter specifically in relation to transit, the coordination of snow removal is an important means of keeping transit stations safe and accessible for its users. Responsibility for bus stop snow clearance is location-dependent and managed by either the sidewalk property owner, municipality, or transit agency staff.</p>
<p>Metro transit: on time buses, reliable to schoolwork, reliable transfers, routes to extra circulars for students to Theowirth + swim) Maintained bike paths, safe + clear, well lit Affordable housing near transit, work, schools Art: local maintained in parks and community I <3 the art on the utility boxes</p>	<p>Thank you for your comment. Imagine 2050 addresses several of your ideas, and we'll pass your ideas about transit service along to the transit operations folks.</p>
<p>We should have more buses and trains so people don't need cars. I hope we have electric cars and no more pollution from gasoline.</p>	<p>Thank you for your comment. We agree – the Transportation Policy Plan includes plans and policies to encourage these things.</p>

Comment	Response
<p>Transportation and Connectivity: I want there to be more public transportation options so people in rural areas can get to the cities easily for school, jobs, and fun activities. Right now, it feels like everything is far away, and you need a car to do anything.</p>	<p>Thank you for your comment. We agree – the Transportation Policy Plan includes plans and policies to encourage these things.</p>
<p>better transit networks making spaces more accessible for disability employment more places to work in their neighborhood maximize accessibility for physical and cognitive abilities having close to neighborhoods to walk to</p>	<p>Thank you for your comment. We agree – the Transportation Policy Plan and other sections of Imagine 2050 include plans and policies to encourage these things.</p>
<p>Increasing access for people with disabilities</p>	<p>Thank you for your comment. We agree – the Transportation Policy Plan and other sections of Imagine 2050 include plans and policies to encourage these things.</p>
<p>Floating cars</p>	<p>Thank you for your comment.</p>
<p>flying cars</p>	<p>Thank you for your comment.</p>
<p>Buses to public pools</p>	<p>Thank you for your comment.</p>
<p>More walking and taking the bus more accessibility to different locations more trolley stations, more walking trails; More transportation that is stylish,</p>	<p>Thank you for your comment. We agree – the Transportation Policy Plan includes plans and policies to encourage these things.</p>
<p>More buses, more buses without transfers</p>	<p>Thank you for your comment. We agree – the Transportation Policy Plan includes plans and policies to encourage these things.</p>
<p>Bus to museums, more shelter and space at bus stops, help with traffic and floating cars</p>	<p>Thank you for your comment.</p>
<p>A train or a monorail more sidewalks more electric cars, more EV charging more transportation options to people who need rides more buses to libraries around parks a train that looks like a toy train and takes you to special places</p>	<p>Thank you for your comment.</p>

Comment	Response
<p>increasing water access and planting more trees, having different types of housing and connected roadways and connected transit</p>	<p>Thank you for your comment. We agree - Imagine 2050 addresses resources and guidance to address climate concerns, including our tree canopy in the region, as well as ensuring housing choice and access to transit.</p>
<p>places for rural and urban types of living access to schools by walking and biking</p>	<p>Thank you for your comment. We agree – the Transportation Policy Plan includes plans and policies to encourage these things.</p>
<p>It would be nice to have a posting about hoe to take transit to parks - I'd like to go to Como park concerts but #83 doesn't go to Pavillion</p>	<p>Thank you for your comments. The Met Council will share them with the appropriate transit agency staff.</p>
<p>More trees - everywhere More public transit</p>	<p>Thank you for your comment. We agree – the Transportation Policy Plan and other sections of Imagine 2050 include plans and policies to encourage these things.</p>
<p>Neighborhoods that are connected by bikeways and waterways places for all people to live proximity to lakes and parks</p>	<p>Thank you for your comment. We agree – the Transportation Policy Plan and other sections of Imagine 2050 include plans and policies to encourage these things.</p>
<p>More sidewalks and trails to parks with lots of trees and flowers and greenery</p>	<p>Thank you for your comment. We agree – the Transportation Policy Plan and other sections of Imagine 2050 include plans and policies to encourage these things.</p>
<p>Better parks, better transit, better schools, better trails, better lakes, better houses better stores, better jobs better food for a better region</p>	<p>Thank you for your comment. We agree – the Transportation Policy Plan and other sections of Imagine 2050 include plans and policies to encourage these things.</p>
<p>More flowers and homes for butterflies more mountains for rock, climbing scooter, trails parks and biking on a trail biking on the trails more flowers and bikes on trails.</p>	<p>Thank you for your comment. Imagine 2050 includes guidance on plant and natural areas throughout the region.</p>
<p>Transit accessible for all. Water resource sustainability.</p>	<p>Thank you for your comment. We agree – the Transportation Policy Plan and other sections of Imagine 2050 include plans and policies to encourage these things.</p>

Comment	Response
<p>More public transportation</p> <p>Less trash</p> <p>More recycling and compost</p> <p>All our lakes and rivers and oceans are protected (legally - rights of nature)</p> <p>Less oil and gas</p> <p>Enough affordable homes for everybody</p> <p>Music in the streets</p> <p>No guns</p> <p>Everyone being treated equally</p> <p>No fast cars</p>	<p>Thank you for your comment.</p>
<p>unpolluted water and lots of bike trails!</p>	<p>Thank you for your comment. Existing and proposed Council policies support the expansion of the Regional Parks and Trails System throughout the region. The Water Policy Plan recognizes the challenges for water planning and protection.</p>
<p>There should be bike trails everywhere so we can ride safely to school.</p>	<p>Thank you for your comment. We agree – the Imagine 2050 Transportation Policy Plan includes plans and policies to encourage these things.</p>

Feedback from government, nonprofit, parks, and other partner organizations

The following pages include full output of public comment from various organizations who provided their feedback during the public comment period. Comments are organized, alphabetically, by organization name.

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Anoka County

Comment	Response
<p>Many of the region's principal arterials, such as TH 47 and TH 65 in Anoka County, require critical safety and mobility improvements to address the needs of our developing communities. Several of these arterials haven't been improved in several decades and are experiencing high fatal and serious crash rates. We support a continued emphasis on addressing the safety, mobility and reliability needs of the existing principal arterial system. This includes continued coordination and partnership with MnDOT and their associated transportation improvement plans.</p>	<p>TH 47 and TH 65 high priority locations from the addendum to Intersection Mobility and Safety Study have been add to the plan under spot mobility.</p>
<p>The plan acknowledges the importance of the regional highway system and includes data showing that 85% of all trips in the region are taken with a personal vehicle, and that the highway system plays an important role in supporting all modes of travel. Anoka County acknowledges and supports the commitment to creating "walkable" and "bikeable" communities, however, the County also requests that the plan acknowledge the challenges of implementing this vision in rural areas. The plan appropriately notes that rural areas are highly dependent on roadways for personal travel. Despite this acknowledgement, the regional goals and supporting objectives provide minimal direction to highway investments and improvements. We recommend the inclusion of additional objectives and actions that support highway safety, mobility, and modernization.</p>	<p>This plan includes policies and actions under objectives "People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays" and "People and businesses can rely on predictable and cost-effective movement of freight and goods" that support highway mobility and under objective "People do not die or face life-changing injuries when using any form of transportation" that support highway safety.</p> <p>The Existing Interchange Modernization Study is listed in the Work Program as a study to update and modernize the existing interchanges on our system to meet current needs.</p> <p>Additional context will be added in the highway investment area regarding the different land use contexts and the practicability of using active transportation in rural areas.</p>
<p>As the region moves forward with developing greenhouse gas emission and vehicle miles traveled (VMT) reduction goals and targets, it is imperative that we recognize the variability of opportunities and challenges within our region to address these policy and action items. Rural and suburban areas will have limited options for transit and other modes when compared to urban environments.</p>	<p>Action 30D of the Work Plan (Develop, evaluate, and implement other transportation strategies to reduce greenhouse gas emissions) will specifically consider how various strategies apply to varied land use types.</p>

Comment	Response
<p>While the County agrees that it is important to acknowledge and understand the benefits and impacts of all transportation investments to residents and members of underserved communities, the plan focuses on the harm caused by highways and minimizes benefits that highways provide for all modes. With this focus on the negative aspects of highways, the plan understates the significant needs in the region for investment and modernization of the regional highway system and the potential benefits that highway improvements can provide. Anoka County suggests including a more balanced discussion of highways that both acknowledges the disproportionate harm highways have had on some communities while also identifying how highway investment and safety improvements for all modes can benefit all residents of the region. These benefits include economic development through the efficient movement of goods and services, and safe routes for residents to get to their homes, jobs, and places of commerce that are not located on transit lines.</p>	<p>Thank you for your comment. The Transportation Policy Plan discusses the benefits of the highway system for accessibility and mobility for people and freight and identifies multiple studies, completed and upcoming, to further identify the benefits of the highway system. The Freeway Harms Study is a first-of-its-kind comprehensive study that will systematically define and measure the externalities caused by the highway system, primarily to the adjacent communities, and identify opportunities and best practices to minimize and mitigate them.</p>
<p>It's important that the Regional Solicitation reflects the diversity of the communities it supports. As a collar county, Anoka County supports rural, suburban, and urban communities. The policies and actions of the Transportation Policy Plan should help guide and support Regional Solicitation funding scenarios that support the needs of each community type, regardless of land use or density.</p>	<p>Thank you for your comment. The Regional Solicitation Evaluation, currently underway, will determine how to implement the Transportation Policy Plan through the funding prioritization process.</p>
<p>We are pleased to see policy and action items included in the plan's Work Program to review/study existing highway infrastructure needs. Maintaining and modernizing our existing infrastructure to ensure a safe and reliable transportation network is equally as important as adding new infrastructure/services.</p>	<p>The Met Council thanks Anoka County for its active participation in development of the Imagine 2050 Transportation Policy Plan and its continued partnership delivering transportation infrastructure and services for the Twin Cities region, including modernization and maintenance work.</p>

Carver County

Comment	Response
<p>Overall County Perspective</p> <p>Imagine 2050 has 5 Goals:</p> <ul style="list-style-type: none">• Our region is equitable and inclusive.• Our communities are healthy and safe.• Our region is dynamic and resilient.• We lead on addressing climate change.• We protect and restore natural systems. <p>The 2050 TPP does not appear to have specific transportation goals. This is a significant departure from 2040 and makes it difficult to establish a transportation vision for the region. The 2050 TPP appears to now contain objectives related to the 5 regional goals. This is fine unless objectives are missing because they don't fit with the goals. There are no goals or objectives that address how the future population growth in all counties and corresponding transportation needs will be met. Land use and transportation are directly linked but this is not adequately reflected in the plan.</p> <p>Carver County's top priority related to transportation is that we provide a safe a reliable system that meets the needs of all users now and into the future. The 2050 TPP should account for the growth patterns in every county in the region. Not all areas of the region have the same transportation needs. Currently, the regional transportation facilities in Carver County do not meet the transportation needs generated from the substantial growth the County and region have seen in recent years. This issue is of increasing importance given that Carver County is growing at a rapid pace, the fastest in the region and state according to the 2020 Census and is projected to maintain its significant growth into the future. Underinvestment in regional mobility projects on the minor arterial Trunk Highways further emphasizes the need for the 2050 TPP to establish goals and policies that address the growth of our region.</p>	<p>Thank you for your comment. The Metropolitan Council acknowledges the responsibility, shared with implementing partners like Carver County, to address a wide range of current and future transportation needs across modal systems. The Work Program has a wide range of future studies that will further identify regional needs across the region and prioritize funding.</p>

Comment	Response
<p>Expand RBTN to entire regional planning area. Carver County requests continued focus on development of the RBTN to expand to the full planning area. The RBTN was created in 2015 within the MUSA and did not include an analysis and system vision for the entire regional planning area. The 2021 process allowed for agencies to submit lengthy applications for additions to RBTN and resulted in only one new corridor. Without RBTN designations that covers the whole region, it means that rural and rural center communities will not receive transportation project funding through the regional solicitation. The RBTN needs to be expanded to include the entire region including rural centers and rural areas.</p>	<p>Policy 15 and its actions provide the framework for regular RBTN updates. Action 15D was added to allow for consideration of RBTN connections out to rural communities; this concept can be explored and considered ahead of the next Regional Solicitation.</p>
<p>RBTN Tier Review. RBTN Tiers have not been revised or allowed to be adjusted since inception. The requested RBTN work should include the ability to review and revise the tier designation, since it directly ties to project scoring and funding outcomes.</p>	<p>Comments acknowledged. Potential approaches to allowing some adjustments to priority tiers can be explored prior to the next Regional Solicitation, particularly focused on corrections or adjustments for any inconsistencies.</p>
<p>Additional regional review of regional truck freight corridors needed. Carver County requests a comprehensive regional review of the Regional Truck freight corridors using updated MnDOT HCAADT and including County collected HCAADT for CSAHs (page 16-18). The text notes that local agencies were given an opportunity to propose new segments in 2022. Only a few agencies chose to utilize this opportunity, and it took considerable local staff time to produce the required materials to propose a new segment. This is leading to an inconsistent system due to the responsibility being placed on local agencies. This is compounded by a high level of data errors in MnDOT HCAADT for CSAHs. The MnDOT HCAADT database and establishment of the network did not translate County-collected HCAADT correctly, and it showed up with a data error of 10 HCAADT for most county segments in the initial 2017 study. MnDOT has improved their incorporation of HCAADT's for CSAHs considerably since 2017. Carver County requests a refreshed regional evaluation of the Regional Truck freight corridors due to data errors that excluded HCAADTs on CSAHs in the initial 2017 study. This could even be a general look at what roadways meet the threshold with HCAADT over 300 and adding them to the freight network.</p>	<p>Comments acknowledged. The issue of inaccurate heavy commercial annual average daily traffic (HCAADT) volume data from the 2022 update was relatively isolated and not a systematic concern. Future updates to the regional truck corridors will apply the most recently available set of HCAADT data from MnDOT and/or local jurisdictions; this will include periodic full reviews of all minor arterial HCAADTs against the regional truck freight corridor qualifying thresholds.</p>

Comment	Response
<p>Draft Goals, Policies, and Actions Content</p> <p>Carver County provided comments on April 11, 2024, on draft 2050 TPP goals, policies and actions. We also provided individual comments in the SharePoint Portal as instructed. We did not receive specific feedback on our comments but note that overall organization of the Overview/Imagine 20-50 Transportation Chapter has been improved from the draft. The following general comments still apply to Carver County.</p>	<p>Comment acknowledged. The Met Council appreciates the work of our partners, including Carver County, in helping to prepare a better draft for public review and comment. The subsequent comments will be addressed separately.</p>
<p>2050 Transportation Policy Plan - Draft Investment & Finance Chapters</p> <p>Carver County provided comments on May 13, 2024 to the draft 2050 TPP Investment & Finance Chapters. We also provided individual comments in the SharePoint Portal as instructed. We did not receive specific feedback on our comments. It appears many comments are still valid and are repeated below.</p>	<p>Comment acknowledged. The Met Council appreciates the work of our partners, including Carver County, in helping to prepare a better draft for public review and comment. The subsequent comments will be addressed separately.</p>
<p>Support for county priorities. Carver County supports and acknowledges incorporation of county priorities into this chapter including an emphasis on prioritizing safety projects and infrastructure resilience due to flooding.</p>	<p>The Met Council thanks Carver County for its active participation in development of the Imagine 2050 Transportation Policy Plan and its continued partnership delivering transportation infrastructure and services for the Twin Cities region.</p> <p>Two work program items seek to address these issues. The Resilience Improvement Plan (Action 27I) will identify regional infrastructure most at risk from climate events like flooding and the Incident Management and Redundancy System Plan (Action 28D) will analyze the regional roadway network to identify where system redundancy is needed or where a missing connection would improve the overall system (interchanges, over / underpasses, river crossings, frontage roads, grid connections, or other similar elements).</p>

Comment

Response

Policy Actions:

There are 5 Goals, 16 Objectives, 33 Policies and about 190 Actions. Is it necessary to include this many policies and actions to meet the objectives and goals? Implementing this plan will be incredibly difficult. I urge the Met Council to consolidate the policies and actions to a reasonable number. Carver County prioritized the following Objectives in the initial listening session with Met Council staff.

- Infrastructure in poor condition is repaired and replaced.
- Existing transportation is modernized to serve current and emerging travel needs.
- People do not die or face life-changing injuries on all forms of transportation.
- Transportation Infrastructure withstands and recovers quickly from climate, natural and security disruptions.
- People are protected from extreme weather and resulting outcomes while using transportation (e.g. heat, floods)
- People have timely, reliable, and affordable driving, transit, walking, and biking options for reaching their destinations.
- Areas with the highest population, job, and household growth receive priority for transportation investments that address their growing needs.
- Newly developing areas of the region are supported with transportation investments that are appropriate for local development patterns.
- Our region attracts and retains people and businesses with nationally and internationally competitive driving, freight, transit, walking, and biking options.
- People and businesses can rely on time- and cost- effective movement of freight and goods.

Only the 2 underlined appear to have been included. Overall, the objectives, policies and actions are not balanced by transportation need or mode.

Thank you for your comment. The actions were written to be implemented through a variety of methods (funding priority, comprehensive planning, local project planning, technical assistance, capacity building, etc.) across a variety of transportation modes and community types. The Regional Solicitation Evaluation will determine how to implement those actions tagged as investment priorities and additional work to support comprehensive planning will start upon the adoption of Imagine 2050.

Comment**Response**

Highway project funding prioritization. We appreciate the quantitative assessment of the regional transportation highway system including regional mobility and reliability needs. Carver County supports prioritizing funding for highway projects that are identified as having “Excessive Highway Delay” and “Highway Reliability” issues.

Comment acknowledged.

Balancing existing and forecasted needs. Balance the priority to address existing congestion to also consider how the transportation system can be expanded to accommodate regional growth. Carver County supports statement that: “a growing region requires targeted investments in highway mobility”. We appreciate the recognition how the planned highway investments in this plan continue the pattern of falling behind population growth. This discussion, however, contradicts the investment principle on page 25 that states: “Funding should focus on addressing today’s congestion issues as opposed to forecasted congestion issues given the limited funding and the backlog of existing, unresolved transportation needs. Future highway demand must be anticipated, but projects should be prioritized to address existing problems before problems that are forecasted to occur.” Carver County requests thoughtful consideration and discussion regarding a nuanced mobility need approach that can address and incorporate both the existing and forecasted needs.

The region's Congestion Management Process serves to quantify congestion and identify areas along the regional transportation network that may have congestion concerns that need to be addressed. For regional funding, projects are primarily prioritized based on existing delay issues. Selected projects are then constructed with a design to meet future capacity needs on the corridor.

Recognize the full federal aid transportation planning system. We understand that this plan, per historical plans and precedent, is oriented around Principal Arterials and a subsection of Minor Arterial highways; however, the full federal aid transportation planning highway system includes all roadways classified as Minor Arterials and Collectors. Carver County requests the acknowledgement of the needs of the full federal aid highway system at a high level and in relationship to safety and mobility factors in order to better illustrate the total regional highway investment need.

Given limited resources, our region prioritizes the principal and minor arterials that generally carry more traffic longer distances over collectors. The Met Council appreciates the efforts of our local partners in other parts of the highway system. As part of the Regional Solicitation Evaluation, stakeholders will discuss whether the full federal-aid system should TAB-eligible to apply for federal funds. If so, this may change our future Transportation Policy Plan approach and study efforts may also change to better include the needs on the collector system.

Comment

Specific discussion of pedestrian safety in suburban environments. The text accurately reflects study findings that crashes in rural areas had much higher serious injury/fatality rates. Carver County requests acknowledgement and discuss of elevated pedestrian safety risk and crash severity rates in suburban environments. Although included in the study as a finding, this did not translate to the pedestrian safety scoring, which primarily prioritizes projects based on their location in urban areas over rural and suburban locations with less emphasis on the project's safety impact.

Additional review/revision needed for pedestrian investment prioritization factors. Carver County requests technical review and consideration for revision of the pedestrian investment direction Prioritization factors. Carver County disagrees and objects to incorporating the location-based approach to safety project prioritization with a focus on urban-only location-based factors. The location-based factors selected and listed for prioritization exclude rural and suburban risk factors. Urban areas were identified as the most at risk based on the total number of crashes versus the crash rate and specifically the highest severity rate risk found in suburban areas as part of the study. Prioritizing location-based factors for project selection means projects are selected on where they are located rather than on the safety improvements and benefits of the project to pedestrian safety. This request is for review and incorporation of location-based safety prioritization that accurately reflects the data analysis in the study as well as continued prioritization on the actual pedestrian safety benefits that a proposed project will implement.

Response

Thank you for your comment. The Imagine 2050 Transportation Policy Plan does acknowledge and provide planning guidance for transportation investment in suburban and rural areas.

- Healthy & Safe Action 13A and Dynamic & Resilient Action 15D address investment priorities and network connectivity needs for walking and biking in suburban and rural communities.
- Dynamic & Resilient Action 23D (23E in public comment draft) identifies a future Complete Streets Local Implementation Guide work program task which would develop implementation guidance sensitive to land use and functional classification contexts, inclusive of suburban and rural areas where modal needs differ from urban areas.

Crash rates were not used in the Pedestrian Safety Action Plan analysis due to the lack of consistent pedestrian usage data across the region. Additional pedestrian crash data analysis is part of the Regional Safety Action Plan, which is identifying high injury streets across the region based on severity and concentration of crashes. Investment prioritization factors were more generalized in this section text. Scoring for Regional Solicitation projects will be addressed in the current Regional Solicitation Evaluation project and may be different than the current scoring approach.

Comment

Clarification needed on regional transit funding grants (Section 5309 funding). Carver County requests clarification on the assumption defined for regional transit federal Capital Investment Grants (Section 5309 funding). The assumption for the finance chapter indicates: "Regional transit receives competitive funding through the federal Capital Investment Grants (CIG, section 5309) program for transitway capital. These awards are on a project-by-project basis as the projects are approved. Consistent with the projects identified in the Transit Investment Plan, the financial plan includes CIG funding for the remaining costs of the METRO Green Line extension and Gold Line, and the full costs of the METRO Blue Line extension, Purple Line, and the Riverview modern streetcar." We noted this is a different assumption compared to IJA competitive funding for both highway and transit projects, which are only included in the financial forecast if the project was awarded funding. Please clarify if this level of funding is consistent with previous award levels and how much of the total federal funding available nationwide this represents in order to better understand if this is a reasonable assumption of funding availability. Our concern is the risk included in this high level of federal funding assumption for these projects has the potential to impact regional transportation funding needs and priorities if federal funding is not awarded.

Funding suburban transit service needs. Carver County disagrees with the creation of a Metro Transit funding set-aside of \$25 million for Arterial Bus Rapid Transit from the federal funding made available through the Regional Solicitation. This is discussed on page 6: "In 2020, the Regional Solicitation created a special category to support the build out of the arterial bus rapid transit system discussed later in the Transit Investment Plan." To establish this set-aside, the Metropolitan Council directed funds away from the highway and bicycle/pedestrian modes as well as using transit modal funding. The focus on high frequency and ABRT service for use of the federal funding through the Regional Solicitation has left supporting transit services behind and at a disadvantage for funding. This has the greatest impact to suburban service needs in areas like Carver County.

Response

The New Starts or 5309 Capital Grants funding process is a very defined process in which the FTA heavily participates. While it is a competitive process, as projects advance through the environmental and engineering stages, they are rated at each step for further advancement. Projects typically do not continue to advance if they will not meet FTA's funding thresholds. The transitway projects listed as funded in the plan have had substantial FTA participation and review and have been given strong indications that they would be funded as they reach the implementation stage and federal funding competitiveness is usually a criterion the projects used when making corridor decisions. If these major projects substantially change or are withdrawn, the plan will be amended reflect the project's status and address any funding implications.

Thank you for your comments. The Met Council is committed to providing transportation resources throughout the region and recognizes that transit access in suburban and rural communities is an important regional priority. The Met Council is currently conducting an evaluation of the Regional Solicitation including funding categories, criteria, and amounts. The Met Council will share your comments with relevant project staff and appreciates Carver County's continued participation in this project.

Please note that the Arterial BRT set aside was implemented in the Regional Solicitation not only to provide a stable funding source for building out the region's ABRT system, but also to allow other transit projects to be competitive for funding in the Solicitation. Furthermore, a guarantee that a portion of transit funding in the Regional Solicitation would go to "new markets" in Transit Market Areas 3 or higher was implemented at the same time. This context was added to the page you cited in the Transit Investment Plan.

Citizen Advocates for Regional Transit

Comment	Response
<p>Making Guideway Transit Worth Its Cost</p> <p>FROM: Mathews Hollinshead</p> <p>Co-founder, Citizen Advocates for Regional Transit (CART).</p> <p>Transit Modal Representative, Transportation Advisory Board (TAB), 2017-2023.</p> <p>Twin Cities, 1948-1965. New York, 1966-70. Twin Cities, 1970-74. San Francisco, Boston and New York, 1975-1979. Twin Cities, 1980-present. In New York, San Francisco and Boston, freedom from driving, parking, paying and worrying about a car. Here — Using transit but still having to drive, park, pay and worry about a car. Cars each average \$12,000/year in household costs (AAA). Land and/or structures for cars dominate all built areas.</p> <p>If I were young enough to be alive in 2050, I hope Twin Cities transit would be divorced from roads and cars and trucks, so that no one would have to wait beside a busy arterial, breathing in tire and brake and ambient dust and whatever tailpipe emissions remain after EV adoption, while transit was forced to run in mixed traffic, no faster than the vehicle in front of it carrying only one person. I dream that most people lived within five minutes' walk of their necessities. I dream that cars paid all their internal and external costs, using, for example, congestion pricing. Failing all this, here is the next best thing:</p> <p>o many solutions to big problems are beyond local or regional control, but there is one that is not: Regional transit. Cities and counties do not have the scale or skills to do it, but the Met Council does, and could do it starting right now, in a</p> <p>sector it already dominates — transit:</p> <p>[comment body divided for response, header above]</p> <p>1. Relegate the alienating, clunky, wonky, insider terms 'transit' and 'transitway' to grantwriting and TPP comments. Launch a new meme in the public's mind. 'Metro,' as used in iconic systems abroad, in five simple letters, evokes freedom, reach, speed, safety, power and walkability as well as — not incidentally — region. The word 'transit,' by contrast, conveys nothing positive at all. Many of today's young adults and</p>	<p>Thank you for your comments. Responses are provided below for each item. The Met Council will share your comments with relevant transit provider staff as well.</p> <ol style="list-style-type: none">1. All transitways in the region, except Northstar Commuter Rail, are branded as part of the METRO system (e.g METRO Blue Line or METRO B Line). The region will be continuing this practice as part of this Transportation Policy Plan.2. The Met Council agrees that an interconnected system of high-capacity, high-frequency, fast, reliable, and useful transitways is key to achieving many of the region's goals. Policy 19 and its associated actions in the Policies and Actions section states that the region will "Plan for, invest in, and implement a network of transitways to expand access to reliable, frequent, high-capacity transit services." To that end, the fiscally constrained investment plan outlined in the Transit Investment Plan includes transitway investments on corridors that will allow the region's transit riders to reach many valued destinations without needing to transfer in one of the downtowns via through-running routes like the METRO D Line, E Line, and G Line or avoid the need to go downtown completely via crosstown transitways like METRO B Line and H Line. Furthermore, riders will be able to make convenient transfers between these interconnecting routes due to high service frequency and higher amenity station facilities.3. The Met Council's transitway advancement policy has been incorporated into this Transportation Policy Plan, which will strengthen the Met Council's role in developing transitways with our local partners. The Met Council also intends to update the regional transit vision and consider if and how new corridors, modes, stations, or other major transitway system investments might serve the region's needs and goals. To document that intent, the previous sentence has been added to page 40 in the transitway systems planning section of the Transit Investment Plan.

Comment

Response

teenagers are not in love with automobiles and do not associate cars with freedom. Many are apt to think metros are cool and liberating. Many think cars are stupid, dangerous boondoggles. Grab that opportunity.

2. Build the regional system we don't have. We have many beltway and crossregional roads and highways, but little or no beltway or crossregional transit.

3. Guideway transit planning must move from county rail authorities to the Met Council. Counties are not regional, have made huge mistakes and are basically unqualified to do guideway transit — that is to say, transit projects that should and must be regional. The Met Council has substantial, new dedicated funding. Time to bring regional transit planning — guideway transit planning — into the house of all other regional planning.

[comment body divided for response, footer below]

In 2050, if current trends continue, the Twin Cities may be experiencing climate and political crises immigration, but everywhere the outdoor environment has become dangerous, cost of living skyhigh, livable incomes scarce, democracy paralyzed, housing scarce and inequality still increasing, Many more people forego children, life expectancy keeps sinking. Private armies guard fortified settlements, plastic waste is everywhere, aquifers are dead, food is unnatural, health has cratered, unless humanity somehow empowers government to purge all the chronic, hypocritical myths of failed market fundamentalism that block obvious social and environmental solutions. So let's make real change where we already can. Transit is where the tools are already in place.

City of Blaine

Comment	Response
<p>Any requirement for a Complete Streets or Living Streets policy should recognize the cost vs benefit relationship for adding infrastructure in developed neighborhoods, particularly on low traffic streets. While communities benefit from the addition of dedicated pedestrian infrastructure on some roads, the cost of retrofitting sidewalks on low traffic streets substantial and is unlikely to be equivalent to the benefit, and many residents oppose the installation of sidewalks adjacent to their property on lower traffic streets. Additionally, recognition of maintenance concerns for green infrastructure such as curb cut rain gardens and tree boxes should be provided since many smaller communities lack the staff, expertise or equipment to properly maintain this infrastructure. The City recommends the language regarding Living Streets in the Land Use Policy Plan be modified to soften this requirement to match the language around Complete Streets in the Transportation Policy Plan.</p>	<p>Communities are encouraged to consider Living Streets policies and principles but will not be required to adopt them. Language will be clarified to make the intent clear.</p>
<p>The City supports the inclusion of action 10(f) in the Transportation Policy Plan. Blaine is home to three large truck terminals and numerous smaller terminals and trucking related businesses and supports actions to spread the burden of supporting freight transportation more broadly across communities.</p>	<p>Thank you for your comment. The Met Council thanks Blaine for its continued partnership delivering transportation infrastructure and services for the Twin Cities region.</p>

Comment	Response
<p>Greenhouse Gas Reducing Investments. Page 50 of the Transportation Policy Plan Overview states that “Smaller investments in these categories and for electrification, bicycling, walking, and rolling reflected in this plan are not captured in our regional model and their impact is not reflected in these estimates of the plans’ contributing or mitigating effect to climate change.”</p> <p>Bloomington suggests that the Metropolitan Council include in the Transportation Policy Plan the smaller investments in reducing greenhouse gas emissions. Last mile, active transportation goals and mode shifts are important to include. It is unclear how these investments can impact “Policy 31 Prioritize projects that reduce vehicle miles traveled (VMT) through sustainable transportation options” if the investments are not included in the model used for performance measurement.</p>	<p>The Met Council is just completing a planning study titled "Regional Transportation and Climate Change Multimodal Measures" which will identify methodologies to measure the greenhouse gas (GHG) impacts or benefits from various modal transportation projects, including for bicycle, pedestrian and transit investments. The results of this study will help inform how these investments mitigate GHG emissions in our region outside of the regional travel model. Future forecasts of regional GHG emissions will account for any improvements due to these investments using the newly developed tools.</p>
<p>Importance of Landscape Maintenance. On Page 17 of the Transportation Policy Plan Policies and Actions, Bloomington requests that Action 13D “Preserve or install additional natural features like shade trees and native plants and grasses at, along, or near pedestrian, bicycle and transit facilities” be modified to include “with appropriate maintenance”. Clear view sight triangles that are not an issue in April/May have the potential to become a sight line safety issue if the native plants are not maintained later in the growing season (i.e. August/September).</p>	<p>Thank you for your comment. This change has been made.</p>

Comment

Response

Training Clarification. On Page 10 of the Transportation Policy Plan Policies and Actions, Bloomington requests clarification regarding the difference in 4B “Provide best practices and training opportunities for.....” where the Metropolitan Council, MnDOT, Counties, Cities and Transit are all checked as lead agencies versus 5E “Provide training, technical assistance and best practices guidance...” where MnDOT is checked as a lead agency and Met Council is supporting. Often these are trainings provided by larger agencies for local agencies as is the case outlined in 5E, but 4B seems to suggest counties and cities should provide these training opportunities but it is unclear to whom the training should be provided. If it is to provide best practices to be more culturally responsive with inclusive engagement, perhaps the phrase ‘training opportunities’ could be removed. If it is to provide training opportunities, either the lead agencies could be modified to not include all agencies or it could be clarified who the training is for and consider if it is a necessary unfunded requirement.

Thank you for your comment. The actors have been modified to reflect this comment. The Met Council looks forward to working with partners to expand technical capacity and skills in community engagement to improve transportation outcomes for all residents in the region.

Riverview Corridor Modern Streetcar. While Ramsey County has ended their work on the Riverview Corridor project, Bloomington would like to see the work transform to a future Metro Transit Network Next project with an 11.7 mile arterial bus rapid transit line with 21 planned stations between Mall of America in Bloomington and downtown St. Paul (see Page 73 of the Transportation Policy Plan Overview).

Thank you for your comments regarding the Riverview Corridor. Based on coordination with Ramsey County, the Riverview Modern Streetcar project has been removed from the list of transitway investments included in the current plan on page 46 of the Transit Investment Plan. A new project description has been added to the list of transitway investments beyond the current plan on page 48 along with the following sentence:

"The region is committed to a transitway investment of some type on this well used transit corridor within the timeline of this plan, specifics of which will be identified by future planning work."

Your comments will be shared with relevant project staff and partners. Met Council will be sure to engage the City of Bloomington and other partners in pursuing a transitway investment on this corridor.

City of Brooklyn Center

Comment	Response
<p>Hello – I am writing on behalf of the City of Brooklyn Center in support of the policy recommendation to work with MnDOT to review and revise noise wall voting processes. From the City’s perspective, noise walls should be considered as part of a total project cost. Noise walls provide important mitigation for the negative externalities caused by highways and they should not be viewed as an ‘extra’ part of a project and subject to a voting process.</p>	<p>Thank you for your comment. The Met Council looks forward to working with MnDOT to evaluate the noise wall process and make recommendations that will improve public health outcomes in highway planning and design.</p>

City of Brooklyn Park

Comment	Response
<p>The draft Imagine 2050 Transportation Policy Plan makes it clear that addressing climate change is an important goal. The City of Brooklyn Park supports the regional goal of reducing greenhouse gas emissions in the transportation sector, but the City will require support from the Metropolitan Council and other lead agencies to achieve the goal of reducing vehicle miles traveled by 20 percent per capital below 2019 levels by 2050. While working towards a citywide reduction in greenhouse gas emissions the City will also explore ways to remain economically competitive as new development and redevelopment opportunities arise. The draft plan indicates cities are a support agency. As a support agency the City of Brooklyn Park will continue to seek opportunities to participate in work groups, provide feedback, and integrate the Metropolitan Council’s actions with the City’s plans to reduce greenhouse gas emissions.</p>	<p>Thank you for your comment. The Met Council will continue to explore multiple approaches to meet our state and regional climate goals and appreciate local agency support, feedback, and partnership.</p>

City of Chaska

Comment	Response
<p>TH 212 and CSAH 44 in Chaska has an existing partial interchange that was built with the ability to expand to a full interchange when warranted to serve the planned business park. The planned business park includes 350+ acres of developable land with sewer and water service connections proximate to the site. The city expects this land to develop within the 2050 plan horizon, driving demand to complete the interchange. Staff requests the Metropolitan Council to reflect this opportunity in the regional plans.</p>	<p>Thank you for your comment. The Imagine 2050 Transportation Policy Plan only identifies projects that are defined by federal law as regionally significant, and those projects are only included when funding is reasonably expected for the specific project. However, this interchange will be included in upcoming studies, including the Existing Freeway Interchange Improvement and Modernization Study.</p>

City of Credit River

Comment	Response
<p>The CURRENT regional policy plans do not show a plan to expand transit services into the City. The City does not have the current infrastructure capabilities to provide any expansion opportunities, and we would not support expansion into the City or policies that would enable that approach in the next ten years.</p> <p>In this regard, Specifically, Objective 2 of the 2050 Plan offers to “Maximize opportunities for growth in places well served-by transit, bicycle and pedestrian infrastructure”. This is quite an exclusive matter to communities that are prepared for that transportation infrastructure and want rapid expansion of such. This is not Credit River, yet all communities should be supported by the Metropolitan Council with guided growth decisions tailored to their individual needs rather than a tunnel vision focus of transit-oriented development – which in most cases is not possible nor fundable. Recall the METROPOLITAN COUNCIL gutted funding for local transit (or “last-stop” transit) many years ago only to focus on inner-ring areas and far-flung commuter lines.</p>	<p>The Met Council recognizes the variety of local communities in the region. Local governments at every level of development can work on their development patterns. For smaller jurisdictions without transit, a focus on walkability, bike-ability, and development that supports local trips may be the most achievable outcome, and can make the community a great place to live. This policy is not restricted to those with access to transit services.</p>

City of Elko New Market

Comment	Response
<p>Although the City has not had the time or resources to conduct an in-depth review of the Transportation Policy Plan, a high-level review does not indicate any priority placed on Interstate 35 in Scott County, or the I-35/CSAH 2 interchange in Elko New Market which is over 60 years old and functionally deficient. A 2024 detailed study of traffic using the interchange indicates that more than one-half of the southbound traffic using the interchange comes from the Lakeville Industrial Park, indicating that it is an important freight corridor, moving goods to the southern portion of the State. The study also revealed that the interchange serves a vast area of over 300 square miles and four counties. This interchange serves a regional area and has become an important freight corridor. The interchange should be prioritized on the Transportation Policy Plan as in need of improvement.</p>	<p>I-35 in Scott County and throughout the region is designated as a Tier 1 Regional Truck Freight Corridor in the Plan, as identified in the Regional Truck Highway Corridor Study completed in 2017 and with corridors updated in 2022. The route along CSAH 2 east to Pillsbury Road and south to CSAH 86 is also a Regional Truck Freight Corridor (Tier 3). These corridor designations are a criterion in state and federal funding programs. I-35 between MN 13 and CR 50 is part of the region's E-ZPass vision but this plan is fiscally constrained and resources are not available to meet all needs. The Work Program of this plan does include a study to prioritize investments across the region like those needed at I-35/CSAH 2. It will evaluate existing interchanges based on infrastructure condition, presence/absence of multimodal elements, mobility, safety, freight, and other factors.</p>

City of Forrest Lake

Comment	Response
<p>In Policies and Actions for a Dynamic and Resilient Region, the initiative's draft plan identifies Policy 4 which indicates the Council will: Use a variety of transit service types to match transit service delivery to residents' daily needs based on transit markets. The City is in support of this policy and the following noted actions:</p> <ul style="list-style-type: none">• 4.B: Use new service delivery models to fill gaps in fixed-route transit service, including microtransit• 4.E: Create a microtransit policy framework to establish an understanding of the opportunities to deliver local microtransit services in a consistent manner across regional providers and service models. <p>As the Council is aware, the City is located in the Metro Transit taxing district. As the Council should also be aware, Metro Transit's routes 275B and 288, with trips serving the Forest Lake Transit Center, have been suspended since March 2020. The City has received notice Route 275B and 288 are proposed to be discontinued as part of Network Now. While the City will continue to be served by Transit Link, residents of Forest Lake and those working within the community have fewer (and more expensive) transportation options that others in the region. The City acknowledges the City's population may not warrant daily services in/out and around the City. However, elimination of local routes requires the City's residents and its employees to be automobile dependent, having to travel 15 miles to Route 275 in Lino Lakes or 20 miles and 25-30 minutes to the Park & Ride in Blaine to access transportation options that bring them into the urban areas. Given Minneapolis and St. Paul are within comparable distances and times to the transit centers and facilities, it is most probable those within the Forest Lake area will choose to commute by personal automobile.</p> <p>The City supports the Council's future actions to not only create policy for but also to deliver new transportation services, such as microtransit, in areas that not only lack transportation options but also service sub-regional significance. The Forest Lake area, as well as most of northern Washington County, would benefit from expanded transportation options such as this.</p>	<p>Thank you for your comment. The Transportation Policy Plan's Work Program item on Microtransit Policy Framework will explore additional questions about the planning and delivery of microtransit services across the region, including across transit providers. Since the prioritization of specific transit improvements are up to individual transit providers, your comments will be shared with relevant transit service planning staff at Metro Transit.</p>

City of Greenwood

Comment

Fourth: The City of Greenwood is also concerned that the increased Suburban Edge density requirements will put pressure on the Minnesota DOT to expand State Highway 7, which runs East to West through our city. Per MNDOT's Area Engineer Highway 7 is becoming increasingly capacity constrained and they have already used all of the less invasive options in their toolkit such as traffic light timing to add capacity. Met Council density requirements for already growing Suburban Edge communities along Highway 7 will certainly increase pressure on MNDOT to implement major and invasive roadway infrastructure improvements that will potentially have significant encroachments into our city.

Response

Density policies address the form/design of growth, not the quantity of growth. A modest increase in minimum densities does not require local governments to accommodate additional population or households, but to plan for the already forecasted growth to be accommodated more efficiently, using less land. Where there are concerns about the amount of forecasted growth, the Met Council works in collaboration with the local government to come to agreement on the appropriate forecast. Additionally, the density policy proposal reflects the average densities already planned in each community designation. Both local government comprehensive planning and local market conditions informed the density analysis. Changes to minimum requirements were proposed because it is evident that efficient use of land contributes to a higher level of efficiency for the regional system.

The Imagine 2050 Transportation Policy Plan includes policies for how major highway projects are to be considered for future investments in the region. Policy 26A outlines a hierarchy for investments on the regional highway system which identifies roadway capacity increases as the lowest for consideration on that hierarchy. The Met Council works with MnDOT to coordinate the implementation of the highway policies and actions and Highway Investment Plan to assess corridor needs. MnDOT is currently leading a study on Highway 7:
<https://talk.dot.state.mn.us/hwy7study>.

City of Hugo

Comment

The policies that guide all work in the TPP has an action item that states: "Consider equity and geographic balance principles when allocating federal funds. Ensure all community types have adequate opportunity to access regional transportation funding." The City of Hugo believes that this is an important and useful action item and hopes that projects will rank higher in this region of the metro area for future requests.

Under 22. 22F the action items states: "Plan for and provide year-round maintenance on all transportation infrastructure. Provide technical assistance to support local maintenance efforts." This is an item that is required to be in the local comprehensive plan. This is not feasible and is a cost burden for communities that have an extensive trail and sidewalk systems, like Hugo. We have prioritized and currently provide year-round maintenance on regional trails, heavily used trails/sidewalks, and routes to school and work. We encourage the language to be revised to encourage rather than require year-round maintenance.

The City of Hugo is in Transit Market Area V, which states because of the areas being rural in nature, with low intensity land uses, the area is not well-suited for fixed-route transit. This Transit Market Area has the lowest potential for transit ridership and is likely to be served by public micro-transit or transit on demand. The City of Hugo looks forward to continuing collaboration to provide micro transit services, and new ways to serve people outside of the traditional fixed-route transit model.

Response

Thank you for your comment. The Regional Solicitation Evaluation, currently underway, will determine how to implement the Transportation Policy Plan goals, objectives, policies, and actions through the project selection process. The Transportation Policy Plan language gives direction to that process to consider geographic balance.

Thank you for your comment. To maintain their transportation purpose and maximize the usable life cycle of pedestrian and bicycle facilities, it is imperative that projects are properly maintained. It is also essential to keep facilities open and operable throughout the year to extend benefits to as many people as possible. While year-round maintenance is a best practice, this is only required to be eligible for federal funds distributed through the Regional Solicitation process. Projects considered for federal funding should have an approved plan for operations and maintenance, or an operations/maintenance agreement with another jurisdiction or third party (e.g. property owner or contractor), to ensure the entire segment of the proposed facility and any adjoining segments within the jurisdiction remain passable and in good repair throughout the year. This has been clarified in action 22F.

We appreciate the City of Hugo sharing their comment and expressing support for the advancement of transportation services outside the traditional fixed-route model. The Met Council recognizes that access to transportation services is important across the region, including in rural communities. Action 18B states the region will "Use new service delivery models to fill gaps in fixed-route transit service, including microtransit." and 18E states the region will "Create a microtransit policy framework to establish an understanding of the opportunities to deliver local microtransit services in a consistent manner across regional providers and service models." Please see service planning efforts of individual transit providers, such as Metro Transit's Network Now Plan, on how microtransit services in the region will be implemented and improved. We will share your comments with relevant agency and transit provider staff.

City of Lakeville

Comment	Response
<p>With regards to the Transportation chapter of the Imagine 2050, there are no planned investments in regional transportation capacity or safety improvements designated. The only potential improvement affecting Lakeville would be consideration of managed traffic lanes on I-35 from CSAH 50 north.</p>	<p>The Transportation Policy Plan's Highway Investment Plan does include investments in mobility and safety including managed lanes. Managed lanes on I-35 north of Lakeville are a part of the managed lane vision, although this is not a part of the fiscally constrained plan.</p>

City of Medina

Comment	Response
<p>Transportation Investment – The City of Medina is a member of the Highway 55 Coalition and requests that the Metropolitan Council identify the capacity and safety priorities of the Coalition within its studies and plans for future investment.</p>	<p>Thank you for your comment on Highway 55. The Imagine 2050 Transportation Policy Plan only identifies projects that are defined by federal law as regionally significant, and those projects are only included when funding is reasonably expected for the specific project. Highway 55 does not have specific projects or firmly identified funding sources, so it will not be included in the plan at this time. The Met Council will share your comments with MnDOT for consideration as they continue to study the corridor.</p>

City of Minneapolis

Comment	Response
<p>Page 66: Work from home is mentioned, would be useful to explore the fiscal impacts in more detail. The statement about reimagining our downtowns is great, but also touting/exploring/analyzing benefits such as a potential to reduce the burden (and spending) on our freeway system as an effect of telework would be good. Then more directly tie this issue to the next section regarding leading on climate change.</p>	<p>The Travel Demand Management Investment Plan includes a detailed description of the value telework can provide to our region, including reduced wear and capacity demands on highways. See pages 4-9 of that section.</p>
<p>Met Council will be working with a consultant in 2024 regarding updates to its aviation-related policies and a more thorough update will likely be amended into the 2050 TPP later. We appreciate the focus on updating these policies and will participate in that process. Due to the upcoming process, our comments are abbreviated.</p>	<p>Feedback received through these public comments on the Aviation System Plan will be incorporated into the Aviation System Plan update, expected to be amended into the Transportation Policy Plan in 2025.</p>
<p>Airport comprehensive plans must be consistent with the TPP which currently describes plan requirements in Appendix K. It's important that these requirements are periodically reviewed to reflect new developments while ensuring the goals of the Legislature and Met Council are still being met.</p>	<p>Thank you for your comment. Feedback received through these public comments on the Aviation System Plan will be incorporated into the Aviation System Plan update, expected to be amended into the Transportation Policy Plan in 2025.</p>
<p>Comprehensive plan requirements related to air quality should be updated and strengthened. Plans should include quantitative analysis of ozone, particulate matter, nitrogen dioxide, and sulfur dioxide. Airport-specific impacts should be quantified. Health and environmental impacts should be acknowledged.</p>	<p>Thank you for your comment. Feedback received through these public comments on the Aviation System Plan will be incorporated into ongoing policy and action discussions and the Aviation System Plan update, expected to be amended into the Transportation Policy Plan in 2025.</p>
<p>We recommend an air quality action item in the Aviation Systems Policies, such as Policy 7.</p>	<p>Thank you for your comment. Feedback received through these public comments on the Aviation System Plan will be incorporated into ongoing policy and action discussions and the Aviation System Plan update, expected to be amended into the Transportation Policy Plan in 2025.</p>

Comment	Response
<p>Policy 5, Action #1 refers to updating long term comprehensive plans every 10 years. This topic is also raised on page 17. The city has been supportive of the current practice to reassess plans every 5 years.</p>	<p>Thank you for your comment. Feedback received through these public comments on the Aviation System Plan will be incorporated into ongoing policy and action discussions and the Aviation System Plan update, expected to be amended into the Transportation Policy Plan in 2025.</p>
<p>RBTN updates: Strongly suggest including more clarity on the timing and scope of the next planned RBTN update. Given that the last more significant update was in 2021 and there are new regional destinations (page 16), I strongly suggest that the next update happen in 2025 and be a more significant update than the administrative update in 2023. There are a number of adjustments in Minneapolis that should be considered. For example, planning for completing the Grand Rounds is not reflected here and there is a significant RBTN gap in that area. But there are also questions like: Is Xerxes Ave S the appropriate RBTN corridor in that area given likely challenges in implementing a comfortable and safe bikeway on Xerxes in the upcoming future? And: what should be the RBTN bikeway between Xerxes Ave S and Portland Ave south of Minnehaha Creek (a 2.5 mile gap)?</p>	<p>Comments acknowledged. There will be an update process in spring/summer 2025 for agencies to propose changes to the RBTN similar to the 2021 update process (and more significant than the 2023 administrative updates). The Met Council has saved your list of potential RBTN changes for further discussion and consideration in 2025.</p>
<p>Continuity and connections between jurisdictions: Consider clarifying so as to not penalize larger cities from making important investments in the regional bikeway system even if they don't connect across borders since larger cities have fewer opportunities for projects that connect across jurisdictions relative to smaller cities.</p>	<p>In past Regional Solicitations, "continuity" was only applied as one consideration in the qualitative assessment score for the "Deficiencies and Safety" criterion, part A measure for "Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities," so projects are not "penalized" if they don't connect across jurisdictions. The funding criteria are being analyzed through the ongoing Regional Solicitation Evaluation in order to determine how to address this issue moving forward. This comment will be shared with that process for more consideration.</p>

Comment

It's contradictory that the text acknowledges that historic investments in highways have displaced and divided neighborhoods/caused harm (page 5) while the Quantitative Analysis section begins with "Highway and transit investments provide regional benefit." It's clear that this isn't always the case and this should be worded in a way that acknowledges that reality. The paragraph goes on to wrestle with this by saying "...there can be disproportionate burden placed on communities who are collocated with highway investments" but no mention (in this section) of how it's not a coincidence that the EJ communities they identify in their mapping, especially in urban areas, are "collocated" with highways. The chapter should acknowledge this. Pg 12 – The perspective offered in the text is that the way to capture the benefits of highway (and transit) investments is through increased accessibility. This does a poor job wrestling with the complexity already noted earlier in the chapter (highways dividing and displacing marginalized communities). Additionally, information regarding environmental and health hazards is found much later in the chapter. Overall, the chapter – while containing good information (especially later in the text) lacks a more cohesive, balanced, and integrated narrative about EJ and highways in particular.

"After analyzing... it can be concluded that any benefits or adverse effects associated with implementing the plan are not distributed to these populations in a manner significantly different than to the region's population as a whole." While this may be true, the text does little to wrestle with the need to repair harms and impacts from past highway investments as stated in the equitable and inclusive goal's policy direction.

Typo in the first sentence, "in" should be "it."

Response

Thank you for your comment. Some of the text in this section has been revised to address your suggestions and reference content in other parts of the plan. The impact of highways on people of color and people with low incomes is also woven throughout the plan. You can find further discussion related to the impacts of highways in other sections of the plan, including the sections on the equitable and inclusive goal in the Transportation Overview, the Highway Investment Plan, and the Evaluation and Performance sections. The "Our region is equitable and inclusive" section of Imagine 2050 also addresses historic discriminatory land use patterns that affect transportation. The Environmental Justice section of the Transportation Policy Plan addresses the federal requirements for the plan itself and as such, uses a narrower framing to address the requirement to evaluate benefits from the plan's investments. The Met Council is also beginning work on the Highway Harms study, which will evaluate harms and impacts of the highway system on adjacent communities and populations, propose mitigation actions, and prioritize mitigation investments and locations.

Thank you for your comment. The Met Council will soon begin the Freeway Harms Study, which will identify the types and levels of long-term and continuing harms and impacts of the highways on adjacent communities and populations, propose mitigation investment actions, and will prioritize mitigation investments and locations for funding and eventual inclusion in the Transportation Policy Plan.

Sentence reads correctly.

Comment	Response
<p>It is helpful to see how non-transit performance measures are developed. Similarly, it would be helpful to know how transit measures are developed as well.</p>	<p>The performance measures in the Federal Performance Measures section are developed by Federal law. This process is described for most of the 6 categories; however, the "Transit Safety" section did not provide background for these measures. The following text has been added to the "Transit Safety" section: Metro Transit monitors performance and sets federally required targets for rail and fixed-route bus service. The Strategic Initiatives department of Metro Transit works with data collected from many sources to identify significant risk factors and trends in accidents and injuries, leading to informed recommendations for accident reduction programs and more efficient use of limited resources.</p>
<p>In the sentence, "Met Council has adopted short-range annual highway safety performance targets that are both reasonable and achievable," I am not sure about the use of the word "reasonable." Is it reasonable and therefore acceptable to target for less than 82 fatalities? It may be what is achievable in the short term, but it does not align with Minneapolis' Vision Zero goals to eliminate traffic fatalities and severe injuries.</p>	<p>The Met Council thanks the City of Minneapolis for its leadership advancing innovative safety practices in the Twin Cities metropolitan area and the nation. The Met Council's method for setting roadway safety performance targets, as included in the Imagine 2050 Transportation Policy Plan, was shaped by federal regulations and guidance, as well as input from safety practitioners in the region. The Federal Highway Administration states, "Setting aspirational targets that are not data-driven, realistic, or achievable does not align with the performance management framework or the stated congressional policy to improve project decision-making through performance-based planning and programming." Despite this guidance, the Met Council does set targets on an aspirational schedule that assumes a significantly more aggressive decline in fatal and serious injuries than most other regions in the United States. The Met Council agrees that any amount of death and serious injuries are unacceptable on our region's roadways, and the Met Council recognizes the high importance of this issue given a significant worsening of safety outcomes since onset of the COVID-19 pandemic. The Federal Highway Administration issued a Notice of Proposed Rulemaking in 2024 that proposes several changes to federally-required transportation performance measures, including the safety performance rule. The Met Council anticipates this rulemaking will prompt changes to the regional target setting method in the near-term, and the Met Council looks forward to developing those revisions in consultation with partners like the City of Minneapolis.</p>

Comment	Response
<p>Table 1 – It is unclear why fatalities and serious injuries for pedestrians and bicyclists have been combined when fatalities and serious injuries are reported separately for vehicles. Also, especially for evaluation purposes, it is important to be able to see where the biggest changes are; so, recommend separating pedestrian and bicycle data.</p>	<p>Table 1 as published in the public comment draft reported only the region's federal roadway safety performance measures. 23 CFR Part 490 Subpart B https://www.ecfr.gov/current/title-23/part-490/subpart-B requires state departments of transportation and metropolitan planning organizations to report five specific safety performance measures to the Federal Highway Administration, including a combined measure of non-motorized fatal and serious injuries for pedestrians, bicyclists, other cyclists, and persons on a personal conveyance (e.g., scooter, skateboard). Disaggregated data on non-motorized fatal and serious injuries are regional performance measures that were provided in another section. These separate roadway safety measurement sections have been merged in response to this feedback, and they can now be found together in the federal performance measures section, with a linked reference in the regional performance measures section. The prior year performance has been added alongside the 5-year baseline in the table.</p>
<p>Typo in, “The Metropolitan Council adopted performance and reliability measures for reliability measures for interstate, non-interstate, and truck travel times.”</p>	<p>Change made.</p>
<p>Typo in “The adopted target was set to with no more than 8.5 hours of peak hour excessive delay per capita in both 2023 and 2025.”</p>	<p>Change made.</p>
<p>Typo in “Rolling stock (buses and train[s] used for serving customers).” Table 6 is missing baseline information.</p>	<p>Thank you for the comment. The typo in the Evaluation and Performance section has been corrected. “Rolling stock (buses and train[s] used for serving customers).” now reads “Rolling stock (buses and trains used for serving customers).”</p> <p>Baseline measures have been added to Table 6.</p>
<p>This section is currently missing an introductory or summary paragraph. Currently, there is only a table but there is no language explaining the contents of the table. Table 6 is missing baseline information. Assuming there is separate baseline data for bus and light rail it might be worth putting this in two separate tables.</p>	<p>A brief paragraph has been added to explain the content of the Federal Performance measures in the Transit Safety section. Baseline numbers have also been added to Tables 6 and Table 7 in the Evaluation and Performance Measures section.</p>

Comment	Response
<p>Under Access to destinations, suggest replacing “thing” with “opportunities and resources” or “opportunities and services” to be more descriptive.</p>	<p>Thank you for your comment. In the "Access to Destinations" section of the Evaluation and Performance section, "Access measures look at how many of a certain thing (jobs, shopping, etc.) people can reach within a certain travel time." has been changed to "Access measures look at how many opportunities and resource (jobs, shopping, etc.) people can reach within a certain travel time."</p>
<p>Typo in “Another way of looking at how accessibility differs by mode how long it takes people to get to common destinations by different travel modes.” Also, cite/link to the corresponding U of M Accessibility Observatory study for better reference.</p>	<p>The typo in the Evaluation and Performance Measures section has been corrected. "Another way of looking at how accessibility differs by mode how long it takes people to get to common destinations by different travel modes." has been changed to "Another way of looking at how accessibility differs by mode is measuring how long it takes people to get to common destinations by different travel modes."</p> <p>The accessibility calculations in this section come from work the U of M Accessibility Observatory specifically did for the Metropolitan Council's Transportation Policy Plan. They are not part of a separate study. The Met Council will look into ways of making the data used in this section available (e.g. Met Council website, GitHub, etc.) in the coming months.</p>
<p>Modify Table 9 title to say, “Forecasted change in job accessibility by mode” as the placeholder language suggests there may be additional tables showing accessibility by geography and demographics. It is unfortunate that this draft does not include more detailed breakdowns of accessibility by geography or demographics for review. This would be an important section, particularly because this section is prefaced with, “A key feature of these measures is that they look at the impacts of the transportation system on different groups of people, not just how the transportation system affects the region as a whole.” Also, cite and link to the corresponding U of M Accessibility Observatory study for better reference.</p>	<p>The title of Table 9 in the Evaluation and Performance Measures section has been changed to "Forecasted change in job accessibility by mode". The next draft of this section will contain a more detailed breakdown of accessibility by geography. More detailed breakdowns of accessibility are available in Section 19: Environmental Justice Analysis. The accessibility calculations in this section come from work the University of Minnesota Accessibility Observatory specifically did for the Metropolitan Council's Transportation Policy Plan. They are not part of a separate study. The Met Council will look into ways of making the data used in this section available (e.g. Met Council website, GitHub, etc.) in the coming months.</p>
<p>Place the map (Figure 3) before the paragraph beginning with “There are several other useful sources for looking at local pollution....”</p>	<p>Figure 3 is placed on its own page for legibility. A formatting error allowed two lines of text to appear on that dedicated page and has been corrected.</p>

Comment	Response
<p>The last paragraph starting with “The Metropolitan Council will explore ways to work with other agencies...” Unclear if the upcoming Freeway Harms Study is the metric (potentially) for evaluating exposure to noise, or the National Transportation Noise Map, or both. Clarify.</p>	<p>Thank you for your comment. The Freeway Harms Study will evaluate noise and its community impact. However, the source or scope of that evaluation will be determined through that study.</p>
<p>Typo in “Extreme [what] has unequal impacts across the region.”</p>	<p>Thanks for the comment. In the "Exposure to extreme heat" section of the Performance and Evaluation section, “Extreme [what] has unequal impacts across the region.” has been changed to “Extreme heat has unequal impacts across the region.”</p>
<p>This section for the “Our communities are healthy and safe goal” includes “indicators for how well we mitigate and avoid the harmful impacts of our transportation system, such as pollution and noise...” Two observations here: 1) pollution and noise were already discussed in the previous section on “Our region is equitable and inclusive” and 2) there is no discussion of how harmful impacts are avoided as it suggests it would.</p>	<p>Thank you for your comment. Pollution is discussed in two of the goal sections because of the different focal points in each. For the equitable and inclusive goal, different population groups are considered, while the healthy and safe goal considers pollution in the overall regional context. Noise is only discussed in the equitable and inclusive goal section, so the introduction for the healthy and safe goal was edited to better reflect the performance measures discussed. Methods for making progress on all of the performance measures are addressed throughout the plan, particularly the Policies and Actions section, rather than in detail in this Evaluation and Performance section. The upcoming Freeway Harms study will also further examine impacts from those transportation facilities and make recommendations for repairing and avoiding those harms to residents.</p>

Comment	Response
<p>It will be helpful if you can explain or give a likely cause for the recent trends – why do you think fatal crashes and serious injuries have increased over the last three years. Was the pandemic a contributing factor? You have similar language in other sections, which I think is helpful to the reader. Also consider adding data related to speed and geographic location.</p>	<p>The Evaluation and Performance section has been revised to identify that the rise in fatal and serious injuries coincided with the COVID-19 pandemic. The Met Council has not performed analysis to determine specific causes of this system-wide trend, so the Transportation Policy Plan does not assert cause when discussing actual performance. These outcomes could be related to several factors, such as increased speeding on roadways due to decreased peak-hour congestion, increased risk-taking behavior due to mild winters, and changes to driver behavior. The Met Council is presently completing the Regional Safety Action Plan, which together with the Pedestrian Safety Action Plan, will identify corridors for reactive and proactive safety intervention and provide tools for partners to prioritize safety improvements. The Met Council will consider additional measures and disaggregation in future updates.</p>
<p>“Both are ways of measuring the region’s progress towards zero deaths and serious injuries” – state by when. A breakdown of fatalities by demographics/EJ communities, if available, would be a good metric to include. You have this in some of the other sections.</p>	<p>The Transportation Policy Plan sets an objective that “[p]eople do not die or face life-changing injuries when using any form of transportation.” Achieving this objective would mean fatal and serious injuries are eliminated on our roadways by or before the 2050 planning horizon. The Met Council appreciates the suggestion to disaggregate traffic safety outcomes by demographic and environmental justice measures, and the Met Council will consider doing so in future plan updates and ongoing performance evaluation.</p>
<p>This graph is difficult to interpret. Consider using a line graph to show trends over time, instead of stacked columns. Also consider separating pedestrian injuries from bike injuries, particularly for evaluation purposes it is important to be able to see where the biggest changes are.</p>	<p>The graph of pedestrian and bicyclist fatal and serious injuries appears in the Met Council's interactive Transportation System Performance Evaluation, where the measure is filterable and each sub-measure can be turned on or off. The Met Council intends the final adopted Transportation Policy Plan to have a similar interactive option for this graph. The preceding table showing baseline, prior year, and target performance has also been updated to disaggregate baseline and prior year performance for the pedestrian and bicycle measure.</p>

Comment	Response
<p>Unclear why the federal safety goals table is repeated here. If keeping this table, then add some descriptive language.</p>	<p>In response to comments from the City of Minneapolis and feedback from the Federal Highway Administration, the separate federal and regional performance measures sections covering roadway safety have been merged in the federal performance measure section. The duplicate table has been deleted, and the prior year performance from the regional section table has been added alongside the 5-year baseline in the federal section table. The regional performance measures safety section was replaced with a reference and link to the federal performance measures safety section.</p>
<p>The labels in the horizontal axis of the chart are written in inconsistent tense. If saying Drove alone, Drove/Rode with others (in the past tense), then the rest will have to be Walked, Took transit, Biked. Alternatively, you could label them as Drive alone, Drive/Ride with others, Walk, Take transit, Bike.</p>	<p>The labels have been revised to use consistent tense in the final draft of the Evaluation & Performance section.</p>
<p>Table 11: For regional mode share, how is regional defined? Also, change the label in this table to Drive alone. Which mode includes scooters – is it Other? Does walking also include rolling/using mobility devices? Provide some clarifying language here.</p>	<p>Regional trips are trips that occur within the Metropolitan Planning Organization area. Walking includes "walked, jogged, or rolled using a mobility device." Thanks for bringing this ambiguity to our attention. A footnote has been added to Table 11 to clarify what falls under walking. All travel that does not fall into "drive alone", "ride with others", "transit", "biking", or "walking", would be counted as "other" (including scooters).</p>
<p>Also, it is unclear why there is a second section on air pollutants/emission within the same chapter. Consider consolidating and keeping in one location – either under the “Our communities are healthy and safe goal” or the “Our region is equitable and inclusive goal.” There can be overlap but this needs to be approached strategically so as not to confuse the reader and to have distinct performance measures. Or at least, include some language cross referencing the two sections to avoid any confusion.</p>	<p>Thank you for your comment. Pollution is discussed in two of the goal sections because of the different focal points in each. For the "Our region is equitable and inclusive" goal, different population groups are considered, while the "Our Communities are Healthy and Safe" goal considers pollution in the overall regional context. To help clarify this distinction, the following has been added to the “Our communities are healthy and safe goal” section:</p> <p>The discussion of “Exposure to Pollution” in the “Goal: Our Region is Equitable and Inclusive” section focused on how localized pollution can affect residents differently based upon the neighborhoods in which they live. The measures discussed in this section deal with regional air pollutant levels.</p>

Comment	Response
<p>Table 14: Are there no metrics for outside of the metro area? Also, it is unclear how this table compares recent travel time reliability measures from MnDOT to the federal performance measure target. The table seems to only show the statewide target.</p>	<p>The travel time reliability target MnDOT establishes is for the National Highway System across the entire state. There are not separate targets for the outside and inside the metro area. The statewide target is also what MnDOT uses for the federal performance measure target.</p>
<p>Table 15 – Are these measures for the entire region or metro area only? I am guessing it is for the region. Make this clear in table headers or performance measure description.</p>	<p>Thank you for your comment pointing out where the text might have been unclear. "Regional" has been added to the performance measure in Table 15 of the Evaluation and Performance section.</p>
<p>Is percentage of paved road lanes the only metric under the goal “We protect and restore natural systems”? Consider including additional metrics – anything on preserving and enhancing tree canopy, stormwater management, native plantings and pollinators, etc. that you could include?</p>	<p>The Met Council acknowledges the present list of performance measures covers a subset of policy areas covered by the natural systems goal, and it will continue to consider potential regional performance measures across all goal areas.</p>
<p>New table recommendation – I think this chapter can really benefit from a table that summarizes the goals, evaluation metrics, description of metrics, data sources, and limitations/gaps (if any). This would give the reader a quick, high-level snapshot of everything discussed in this chapter and lay it out in an easy-to-grasp way. I also think the process of putting this together can help provide more clarity on some of these sections and help with presenting the contents of this chapter more effectively. This is something I would strongly recommend doing to complete the chapter.</p>	<p>Thank you for your comment. The Metropolitan Council plans to continually refine and update these performance measures through an ongoing Performance Management program or through integration with its Transportation System Performance Evaluation. As the Met Council does these updates, staff will look at ways to better summarize this data.</p>
<p>The summary table recommended above can potentially help identify measures for future exploration and therefore can come before the Potential measures for work plan section on page 38. Comments provided on the previous draft are worth reconsidering. Here’s another way to approach this section: what are the current limitations/gaps in available performance measures, is there opportunity to include qualitative data driven metrics to support quantitative ones, and what would be the most impactful for transportation policy and for determining funding/investment. Taking an informed approach like this can be beneficial as well as adding some language to clarify why these measures should be considered for the future.</p>	<p>Thank you for your comment. The Met Council will continue working on its Evaluation and Performance measures program. It will be more than just a section in the Transportation Policy Plan. Performance measures will be updated and enhanced through further studies and research. The Met Council will review the comments received on this draft for guidance as it continues to develop evaluation and performance measures.</p>

Comment	Response
<p>Consider normalizing by number of vehicles vs. freight weight tonnage vs. freight dollar value.</p>	<p>Comment acknowledged.</p>
<p>Investment direction only focuses on highway freight transportation. It misses including the opportunity for investment in intermodal facilities, and investment in smaller vehicles and electric charging for last-mile connections on local street networks.</p>	<p>Freight intermodal facilities (other than public road access improvements) are not eligible to receive transportation funds awarded through the Regional Solicitation, but are an eligible category for Minnesota Highway Freight Program funds, as well as for other freight-focused programs at the federal level. Policy 29 in the Policies and Actions section includes a range of actions that support e-charging infrastructure, as well as electric vehicle/e-bike adoption and commercial fleet conversions. First steps toward increasing funding for e-charging infrastructure include conducting an Electric Vehicle Public Charging Needs Analysis and initiating an Electric Vehicle Public Engagement and Support for Local Implementation effort. Both of these are planned work program items described in the Work Program section.</p>
<p>Trucks on highways: Consider areas of concentrated poverty with majority people of color in evaluating freight network designations in alignment with City Transportation Action Plan, freight chapter ACTION 3.1 “Adopt an update to the 2002 Truck Route Network; reduce the proportion of the network within areas of concentrated poverty with majority people of color to reduce disproportionate impacts in these neighborhoods.”</p>	<p>The Metropolitan Highway System includes the region's freeways and expressways which are the subject of the forthcoming Freeway Harms Study. These facilities, which are vital to accommodating the region's freight and goods transported by trucks, will be evaluated with respect to the historic harms created by their original construction that have and continue to impact BIPOC and other disadvantaged communities. More about this upcoming study can be found in the Work Program section. Also, please note that Regional Truck Freight Corridors should not be interpreted to be established or recommended truck routes, but rather, a strong indicator of which roadway segments are most heavily relied upon by the region's manufacturers, shippers, and trucking carriers.</p>
<p>Air freight: Consider adding a section on small delivery drones and how to regulate them.</p>	<p>The use of air drones for small parcel deliveries will be discussed in more detail in the forthcoming update to the Aviation System Plan which will be amended into the Transportation Policy Plan in 2025. New aviation specific policies and actions around this emerging technology will inform future Council work. We've added a brief paragraph in the Freight Investment Plan stating the above and current status of air drone deployment.</p>

Comment	Response
<p>Pipelines: Consider calling out risks of leaks to waterways and potential fires.</p>	<p>Comment acknowledged. Added text to Freight Section description of pipelines to highlight these known risks.</p>
<p>E Commerce Sustainability impacts: Is this normalized for dollar value? Many small deliveries or personal shopping trips vs. large purchases of multiple items/large consolidated shopping trips?</p>	<p>The analysis performed in the E-Commerce Freight Study was based on average numbers of parcels per order and on the number of parcels per truck/van type rather than dollar value; parcel values were deemed to be somewhat insignificant because large parcels can be of relatively low value and small parcels can be of high value. This question relates to the need for future analyses of the effects of on-line shopping as described in Action 24I in the Policies and Actions Section.</p>
<p>Operations: On and off-ramps pose a major safety conflict zone where they meet the local street network. Consider impacts to neighborhoods near proposed mobility improvements.</p>	<p>Safety for all people, regardless of mode, is an important priority in the Imagine 2050 Transportation Policy Plan. Policy 11 emphasizes the safety of people outside of vehicles and Policy 23 encourages a complete streets approach in transportation planning.</p>
<p>Managed lanes: Please place greater emphasis on VMT reduction vs. travel time savings.</p>	<p>Comment acknowledged. Within the Freight Plan, travel time reliability is emphasized because of its direct impacts on operational efficiency and cost. VMT reduction is also emphasized with respect to e-commerce related, last-mile deliveries. Both are also emphasized in the Highway Investment Plan.</p> <p>This plan emphasizes both the need for reduction of vehicle miles traveled and as part of a growing region the need to address excessive delay (not all delay) as shown in the Highway Investment Plan in Figure 7 where the travel time index exceeds 1.25 for at least 2 hours per day. The Highway Investment Plan describes a greater emphasis on developing managed lanes through conversion of existing lanes as opposed to the addition of new lanes to better address vehicle miles traveled concerns.</p>
<p>A potential new Regional Solicitation funding category should not be restricted to heavy truck freight, but also consider programs and incentives for smaller vehicles and alternative modes. It should consider benefit to last-mile connections, and incentives to develop microhubs.</p>	<p>Comment acknowledged and will be forwarded to the Regional Solicitation Evaluation Study team for review and consideration.</p>

Comment	Response
<p>Investments in walking, biking and transit infrastructure is a critical component to achieving the city's and region's goals regarding safety, climate and reductions in vehicle miles traveled</p>	<p>These investments are supported by policies and actions for our goals for healthy and safe communities, a dynamic and resilient region, and leading on addressing climate change.</p>
<p>Mitigating excessive travel delay and unreliable travel times on highways should not be a key focus of the plan, and should instead balance the social, health, and financial impacts of these types of projects for both past and future actions</p>	<p>"Mitigating excessive travel delay and unreliable travel times on highways.." is included to serve the goals and objectives of the plan. It is intended to be in balance with "...the social, health, and financial impacts of these types of projects for both past and future actions". The specific application of this objective will vary by contextual needs and investment programs.</p>
<p>Continued coordination with local planning and locally-identified needs should be a priority in establishing regional networks and priorities</p>	<p>Regional planning continually intakes local data and needs to establish regional priorities and allocated regional funds. The Met Council is committed to continue this process to ensure that regional needs are identified, and resources are allocated in a collaborative process with local partners. In addition to the Transportation Policy Plan, the Met Council is also undertaking the Regional Solicitation Evaluation, which will look to align the Regional Solicitation with updated regional goals, objectives, policies and actions in a collaborative process with local partners and stakeholders. The Met Council also regularly forms technical advisories groups for specific planning studies like those identified in the Work Program as another means to collaborate with local agencies on regional priorities.</p>
<p>Additional clarity around the Metropolitan Council's role related to the Americans with Disabilities Act (ADA) is needed</p>	<p>Clarification on the Met Council's role related to the ADA has been expanded in the Pedestrian Investment Plan, specifically on pages 4 and 8. The USDOT requires MPOs to certify that the metropolitan transportation planning process complies with the ADA (in 23 CFR 450.336), in addition to other requirements. Beginning in 2016, the FHWA Minnesota division office provided direction that this process includes coordination and monitoring progress of required local ADA transition plans. If it is determined that the planning process is not in compliance with the ADA, it is possible that federal funds could be withheld to the region.</p>

Comment	Response
<p>The City continues to support high capacity, neighborhood-based transit along the Nicollet- Central corridor (aligned with TAP Transit action 4.1) and supports Metro Transit's identification and prioritization of this route as a future Bus Rapid Transit project in lieu of streetcar, as identified in Metro Transit's Network Next plan and as adopted by the Met Council.</p>	<p>Comment acknowledged. Metro Transit will be updating the Arterial Bus Rapid Transit Network Plan in 2025 and this comment will be shared with project staff.</p>
<p>The draft TPP 2050 includes an objective to reduce vehicle miles traveled by 20% per capita below 2019 levels by 2050. This aligns with the vehicle miles traveled target identified in MnDOT's State Multimodal Transportation Plan and is a new objective in the TPP. Setting a vehicle miles traveled reduction goal is in alignment with city goals and metrics outlined in the Transportation Action Plan and the Climate Equity Plan.</p>	<p>Comment acknowledged, thank you for your support.</p>
<p>Specifically states that "while new state revenue will improve the anticipated [highway] preservation condition outcomes, even more revenue is still needed to maintain current conditions," which is an important starting point in any conversation about the future of highways.</p>	<p>Comment acknowledged.</p>
<p>Many of the comments in the Highway chapter reference important multimodal investments as elements of projects chosen through the Regional Solicitation. The Regional Solicitation is about to be significantly overhauled so using it as proof of future action is premature. Furthermore, it ignores the tens of millions of dollars that primarily serve the highway system, as the Regional Solicitation is a drop in the bucket of regional transportation finance. For example, there is reference to the RBTN being built out thanks to the Regional Solicitation. Is the RBTN being supported by any other funds? Is there any other tool that uses the RBTN as an incentive to make multimodal investments? The City would recommend reframing these pages in terms of policy statements that apply to all projects region-wide, not just those supported in part by the Regional Solicitation.</p>	<p>The current Regional Solicitation is the best guide of what the future Regional Solicitation may look like, although changes are anticipated. Highways serve the predominate number of trips and must be maintained and improved even while the region invests to shift trips toward transit, walking and biking. The Regional Solicitation is a small part of the overall transportation funding however it is the most flexible and the one the region has the most direct influence over. In addition to federal transportation funds distributed through the Regional Solicitation, improvements to the Regional Bicycle Transportation Network (RBTN) are supported through local funds and state Legacy Funds for the regional and state trails that are also alignments on the RBTN. In addition, the newly established regional transportation sales and use tax provides revenues to Met Council and to each of the seven metro area counties, portions of which are dedicated to active transportation projects. Reframing as suggested requires a broader regional discussion and cannot be done at this time.</p>

Comment	Response
<p>“These improvements are included in this plan: I-394 eastbound exit lane addition at 12th Street into downtown Minneapolis.” Is there an existing EZ-Pass facility on I-394 headed into downtown Minneapolis? This is shown on Figure 14 but does not seem to be the case. Coordination with the City of Minneapolis will be needed to consider any changes to operations for I-394 headed into downtown Minneapolis.</p>	<p>Figure 15 shows the existing E-ZPass system serving Minneapolis to and from the west on I-394. The Met Council acknowledges that "changes to operations for I-394" will require coordination between Minneapolis, the Federal Highways Administration, transit providers and other stakeholders.</p>
<p>Begins the section on Regional Mobility, which is often a softer way of describing “highway expansion.” When discussing expanding highways, it is best to use definitive statements backed up with data. It is disappointing to see broad phrases like, “Excessive travel delay and unreliable travel times on highways can have significant costs on people and businesses.” Costs on which people – those traveling through from far away? What kind of costs – financial, social, health? The current language does not clearly articulate the problem in a way that provides direction on how to fix it. Laudably, this is followed by a paragraph on induced demand.</p>	<p>Mobility within the Highway Investment Plan includes and prioritizes non-highway expansion strategies which include travel demand management, transit advantages, traffic management systems, spot mobility and a newly emphasized discussion of developing managed lanes through conversion of general purpose lanes into managed lanes (instead of adding new lanes). This plan through a variety of strategies and nuance within those strategies does improve mobility for all people in the region and considers "financial, social, and health" costs. This mobility section of the highway investment plan describes a set of strategies that should be implemented to be consistent with the overall plan.</p>
<p>Regarding the discussion of adding principal arterial highways, this section includes several references to the “need” for highway expansion but these “needs” are not defined. City of Minneapolis policy does not advocate for highway expansion.</p>	<p>Comment acknowledged. This plan serves a broader region with a variety of circumstances that do not exist in Minneapolis. The addition of new principal arterial highways would be primarily in the exurban and rural parts of the region where there is not a built-out Metropolitan Highway System to serve longer distance trips. In most cases, an upgrade of a roadway to be a principal arterial would not necessitate a lane expansion; it would just change the function of the existing roadway (i.e., a two-lane roadway would remain a two-lane roadway).</p>
<p>Please include a map to help convey which types and which roadways are included in the “regional highway system” (e.g., principal arterial highways, minor arterials, etc.).</p>	<p>This level of detail has been reserved for the investment and system plan sections. A map of principal and minor arterial highways can be found in the introduction of the Highway Investment Plan.</p>

Comment	Response
<p>Recommend describing minor arterials by their purpose and goal, rather than “not as fast as principal arterials.” How are these meant to support the network? The chapter includes information on how important these corridors are for transit and freight; also include information on how important they are for people walking and biking (e.g., what proportion of the Regional Bicycle Network overlaps with these corridors? How many pedestrian trips are served by these corridors, especially in urban areas?).</p>	<p>The transportation overview provides context for a broad audience of readers and was written with an emphasis on brevity and plain language. This level of detail can be found in the investment and system plan sections.</p>
<p>The information on the miles of existing and planned bikeways is from 2016. Is there or when will there be newer data?</p>	<p>An update to the Regional Bicycle System Inventory database is planned in 2025, in collaboration with local partners.</p>
<p>“Across the region, walking makes up nearly 11% of all trips.” Please describe what types of trips these include and provide the data source. The previous sentence describes how walking is a key component when traveling by other modes – is the 11% only inclusive of trips where only walking was used, or does this include trips that incorporate other modes in addition to walking?</p>	<p>This statistic includes trips where walking was the only mode. The sentence has been clarified and a citation to the 2021 Travel Behavior Inventory household travel survey has been added.</p>
<p>The chapter includes data on the proportion of trips that are taken by driving and walking. What proportion of trips are taken by transit and biking?</p>	<p>Transit and bicycle usage vary widely by land use and availability; a region-level description of their shares of trips could understate the investment need and potential latent demand for those modes. The description of those systems instead focuses on ridership or coverage.</p>

Comment

Response

The Performance Measurement section notes that regional air pollution levels are expected to significantly decrease, noting fuel efficiency and cleaner burning combustion engines. Are there land use policies within the plan that further support this? How do other trends impact this (e.g., population growth, vehicle miles traveled, etc.)? Also, while air pollution levels are an important part of this goal and objective, reducing air pollution through increased vehicle efficiency does not address safety challenges, as evidenced by increasing vehicle size and weights associated with electric vehicles and recent increases in crashes.

The land use assumptions used in the regional air pollution forecasts are based on the Metropolitan Council's draft Imagine 2050 local forecasts. For the Transportation Policy Plan Performance Measures, the Met Council has not performed forecasts of alternate land use scenarios to project how those would affect emissions. Over the next few years, these land use forecasts will change as communities comment on the Imagine 2050 assigned forecasts and as they complete their local comprehensive plans. The Met Council will periodically update its travel and mobile emissions forecasts to reflect how these changes will affect projected regional air pollution levels.

The Transportation Policy Plan forecasts that population growth will increase absolute vehicle miles traveled by 2050. All other things being equal, increases in vehicles miles traveled would typically increase the forecasted levels of regional air pollution. Forecasted air pollution levels go down, even with increased VMT, because our air quality modeling uses the Environmental Protection Agency's assumptions about future vehicle efficiencies.

The plan notes the issue of the increase in size and weight for passenger vehicles and the related safety impacts in this section of the Overview. As part of Policy 11 to emphasize and prioritize the safety of people outside of vehicles in the transportation right-of-way, Action 11C calls for regional partners to research local or regional measures which could address increased vehicle weights and sizes that negatively impact safety outcomes and maintenance needs.

Please describe what types of destinations are “critical destinations that contribute to public health” or provide an example.

Examples were added to the text selected from the Centers for Disease Controls' Everyday Destinations. An overview of Connecting Activity-Friendly Routes to Everyday Destinations is available from the CDC at <https://www.cdc.gov/physicalactivity/community-strategies/beactive/downloads/Connecting-Routes-Destinations-visual-guide-508-h.pdf>.

“Drivers and pedestrians do not share equal responsibility...” add bicyclists to this sentence and to the sentence that begins “Some road users, such as pedestrians are also operating...”

The requested text changes have been made.

Comment	Response
<p>The section that includes “...improving indoor air quality for all buildings can help mitigate effects of outdoor air pollution from transportation...” should also describe the importance of reducing air pollution at the source (i.e., transportation emissions) rather than relying on property owners to mitigate air pollution within their buildings/properties. Many of the people that are most affected by transportation air pollution may not have the means or the ability to make building improvements to mitigate air pollution.</p>	<p>Additional clarifying text has been added to this section based on your comment.</p>
<p>Describe what lower and moderate speeds mean. For example, is “lower” in comparison to other urban streets, or to streets in the region? Were results normalized by pedestrian volumes in the study?</p>	<p>As noted in the text in the Pedestrian Investment Plan, pedestrian count data for volumes is not widely available throughout the region; therefore, the Pedestrian Safety Action Plan used proxies for where people would most likely be walking. Lower and moderate speed limits refer to comparisons across the region, such as lower referring to 30 mph or under. Additional detail will be provided in the final graphic used in the plan to add clarification.</p>
<p>Second objective: Consider adding “safe” for describing better travel options to emphasize the importance of safety in selecting mode and routes.</p>	<p>The transportation objectives were developed with attention to readability, sentence complexity, and limiting duplication. This objective is focused on the access and mobility of travel options. Safety is addressed specifically under the "Our communities are healthy and safe" goals and objectives where the associated safety policies and actions are described.</p>

Comment

Third objective: "People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays." Predictable and excessive travel delays are two different objectives; I could choose to drive during rush hour and would expect my trip to take much longer each time than if I drove in the off-peak hours. Which one are we trying to solve for? Given other goals and objectives regarding safety, climate and mode shift, recommend focusing on the first part of the objective "People have more predictable travel times" and deleting "when traveling on highways, with a focus on reducing excessive delays."

Response

The "people have more predictable travel times when traveling on highways, with a focus on reducing excessive delays," objective clarifies the region's focused approach on highway travel time predictability, in response to feedback received from technical stakeholders and policymakers during plan development. Travel times for transit, walking, and biking are covered in the preceding objective, "people have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability." This plan prioritizes highway mobility investments by measures of excessive delay and reliability to focus investments where it is most needed. Excessive delays caused by recurring congestion and unpredictable travel times compromise people's ability to access important destinations reduce quality of life, negatively affect business costs, and hamper competitiveness in regional and global markets. This approach supports the goal "Our region is dynamic and resilient: our region meets the opportunities and challenges faced by our communities and economy including issues of choice, access, and affordability."

While there are several measures mentioned in the performance measurement section for this goal and objectives, the narrative only describes travel time reliability. How do the other performance measures factor in and how are they tracked? Also, consider adding performance measurements to this section around walking and biking in addition to transit and vehicle trips. For transit, performance measures in addition to "transit asset management infrastructure" should be included – how do these trips compare to vehicle trips in terms of travel times, reliability, directness and affordability?

The region uses the performance measure "Access to Destinations" as described in the Performance and Evaluation section under the "Our region is equitable and inclusive" to compare performance between modes. This measure looks at the number of a particular destination type, like jobs, an individual can reach by each mode from every part of the region. This measure addresses the travel time and directness of modes simultaneously. Reliability can also be addressed with this measure.

"A higher percentage means more consistent travel times and less delay..." Consistent travel times and delay are two different factors – I could consistently have more delay in the peak vs non-peak travel periods, but this would be consistent. If this measure is meant to describe "non-typical delay" experienced, recommend rephrasing.

This is a very valid point. The text in the Transportation Overview has been revised. References to delay have been removed from this discussion of travel time reliability. The section now states: "Travel time reliability measures the proportion of auto travel that incurs typical travel times. It indicates how predicable auto trip times are. A higher percentage means more consistent travel times and a lower percentage means more inconsistent travel times."

Comment	Response
<p>How is median auto delay per traveler calculated? The paragraph notes that this is related to congestion – describe how congestion is defined. Also, include information on how forecasted delays are anticipated to effect other trip types (e.g., transit).</p>	<p>The median auto delay per traveler comes from the Regional Travel Demand Model. We use the travel model because it can forecast how delay could change under future scenarios. We first calculate the travel time of all forecasted automobile trips on an average workday. These travel times are based on the forecasted network speeds in the model. Trips that occur during peak travel periods and/or along roads with higher traffic volumes experience slower speeds and incur longer travel times.</p> <p>We then calculate the travel times for all those forecasted automobile trips if the entire roadway systems were operating at free flow speeds. The difference between the congested speeds and the free flow speeds is the delay for each trip. To get median auto delay per traveler, we sum up the delays each traveler experiences for their trips over the course of the day. We then take the median value for all travelers in the region.</p> <p>Calculating delay for other modes is a challenge. We currently don't have a meaningful way to model how congestion might delay (or does not delay) more active modes of travel, such as biking, walking, and rolling. This measure is also hard to calculate for transit since much of the travel times people incur with transit involve factors such as service frequency, service availability, and walk times. To show how travel times change under our transportation scenarios, we think access to destinations and typical travel times (both discussed in the "Goal: Our region is equitable and inclusive" are better indicators for transit and active transportation modes.</p>
<p>Policy 17 specifies providing regional funding and tools to support planning and implementation for pedestrian travel. This policy is well-supported by city goals. Why is the corresponding policy for the bicycle network (Policy 15) only intended to “plan and implement” rather than providing funding?</p>	<p>Both policy 15 and 17 are intended to provide regional tools to aid local planning efforts and support implementation with regional funding. Currently the Regional Solicitation provides funding for bicycle and pedestrian infrastructure projects, but not for planning. Policy 17 has been modified slightly for better consistency.</p>
<p>The work program to expand choices should go beyond expending choices and also consider how to make these options more convenient, safer and more competitive with vehicle travel times for trips.</p>	<p>The Met Council will consider these factors in its work to expand travel choices for residents of the region, and these factors are natural considerations in work program items like the Complete Streets Local Implementation Guide. The Met Council welcomes ongoing feedback from partners like the City of Minneapolis as the scopes of these work program items further develop.</p>

Comment	Response
<p>“Resilience Improvement Plan” – please include a short description of what this is.</p>	<p>The full description is available in the Work Program section.</p>
<p>Regarding the identification and prioritization of transit advantages investments – how does this correspond with similar work already completed or underway by Metro Transit and local agencies?</p>	<p>Please see the Transit Advantages section of the Transit Investment Plan for a description of this coordination.</p>
<p>Figure 5: Is this inclusive of all modes? What does “Escort” include?</p>	<p>Figure 5 in the Transportation Overview is showing results from the Travel Behavior Inventory Household Survey, which is inclusive of all forms of transportation; the figure title has been updated. "Escort" includes trips where the respondent said they were picking up or dropping off someone else.</p>
<p>Figure 6: Add “work” to the commute label since College/University is reported out separately, unless this also includes other types of commuters. If so, please describe. Additionally, for the blue and green labels, is the peak considered to be anytime between 9am – 5pm, and off-peak is 5pm – 9am?</p>	<p>The college/university label in Figure 6 of the Transportation Overview only includes trips taken by students; commutes taken by others to a college/university for work would be included in the commute label. Figure 6 has been revised to correct peak hour trips, which includes transit trips to work between 6am and 9pm and transit trips from work to home between 3pm and 6:30pm. These timeframes have been described in the footnote. The preceding paragraph has been updated to reflect the updated figure and make clarifications.</p>
<p>“...short-distance trips.” Is there a definition for this? Otherwise recommend deleting since this can be subjective.</p>	<p>Comment acknowledged. The language is appropriate for a plain language audience and is able to be interpreted openly.</p>
<p>Recommend adding “regional” between “The RBTN set” and “investment priorities.”</p>	<p>The draft for public comment made a similar change from the version reviewed by the 2050 Transportation Policy Plan Technical Working Group by writing out "Regional Bicycle Transportation Network."</p>
<p>First paragraph: Include a sentence about the importance of information and/or incentives to help establish new travel patterns.</p>	<p>Changes have been made to the introduction paragraph of the Travel Demand Management section of the Overview to reflect this comment.</p>

Comment	Response
<p>Roadway reconstruction projects can also include bikeway additions or improvements.</p>	<p>Comment acknowledged. The list of example projects that advance the infrastructure resilience element of the Our Region is Dynamic & Resilient goal was not intended to be exhaustive.</p>
<p>Recommend updating the section titled “Highway reliability” to “Travel time reliability” since the paragraph is about all users, not just people driving and many people associate “highway” with the interstate highway system.</p>	<p>This subheading is focused on highway and freight reliability, so the title is unchanged. Multimodal reliability is covered in the parent section.</p>
<p>“Most people in the Twin Cities region will still choose to drive for most of their trips.” Does this mean it will be true through 2050 or just generally that it will be true in the future? Either way it doesn’t seem like we can know this for certain, especially given recent experiences during the pandemic and the difficulty in predicting human behavior especially in changing contexts (e.g., impacts of climate change, cost increases, increases in remote work). It says we aren’t committed to meaningful mode shift changes to increase transit and walking. It also suggests other modes such as rideshare, transit, biking and walking will not significantly have an impact. And is this referring to personal motor vehicles only?</p>	<p>The Imagine 2050 Transportation Policy Plan serves transportation needs in a region with diverse land use and development patterns. In absence of significant societal and behavioral changes, most people will likely still drive for most of their trips. The plan is supportive of investments to expand options beyond driving alone, but also acknowledges the shift to these modes are gradual. The sentence has been changed to read "Most people in the Twin Cities region will likely still drive for most of their trips."</p>
<p>How does accessibility to jobs by transit compare to other regions? How does delay impact this?</p>	<p>Job accessibility by auto, transit, and low-stress bicycling are described on page 40 with national rankings. There is not presently a regional-level measure of transit delay; see the Transit Investment Plan for a more detailed discussion of opportunities to address transit travel time reliability and speed.</p>

Comment	Response
<p>“The analysis found that increased investment in highway mobility could decrease delay per person, increase job accessibility, deliver travel time cost savings, [etc.]”. Did the analysis also consider what impacts would be needed to realize these investments? Impacts to properties, neighborhoods and communities, additional trips added to the local system, any anticipated decreases in safety, increases in VMTs and/or increased greenhouse gases? It seems like this goal conflicts with the objective of reducing VMTs by 20% described in the same chapter.</p>	<p>The Twin Cities Highway Mobility Analysis was a high-level, regional analysis and did not make recommendations for specific future improvements. The study was used to better understand tradeoffs in MnDOT investment decisions at different funding levels. Given fiscal constraint, the new Transportation Greenhouse Gas Emissions Impact Assessment legislation, and a wide variety of other MnDOT investment areas with high needs, funding for regional highway mobility projects will continue to be a small share of total capital spending. The Met Council is starting a Highway Harms Study to further study the negative impacts of highway construction and their continued operation. The plan recognizes the often-opposing needs of vehicle miles traveled reduction and increased highway mobility and reliability.</p>
<p>Freight reliability: not included in the list, but what about encouragement or information about traveling in periods with less delay to meet the goals?</p>	<p>Most truckers are acutely aware of prevailing traffic conditions (because it affects their bottom line) and use online apps to avoid the most congested periods, whenever possible. As a result it's unlikely that words of encouragement to make deliveries outside of peak congestion periods would have noticeable impact.</p>
<p>If zero emissions vehicle infrastructure means using electric vehicles, how is this expected to impact the electricity generation economic sector in Figure 7 shown in dark blue? Are we trading one source of emissions for another?</p>	<p>In the near term additional electric vehicles and the electricity generation required to support them will contribute to additional greenhouse gas emissions in the electricity sector however because of electric vehicle efficiency the reduced greenhouse gas emission in the transportation sector is materially greater than that increase, and in the long term this balance improves greatly as Minnesota's electric utilities comply with state law that moves electricity generation toward 100% renewable by 2040.</p>
<p>“Vehicle miles traveled...are forecasted to decrease by 5% absent the investments evaluated in the regional model.” Are these investments primarily infrastructure investments or do they include other types of investments? If infrastructure, then how can the region prioritize those investments that decrease VMTs in alignment with this objective?</p>	<p>The regional model reflects primarily infrastructure investments, planned transit operations, and managed lane operations included in the Transportation Policy Plan Current Revenue Scenario. Important operational activities not reflected in the model include those in the category of Travel Demand Management. As the region does the work to reach our vehicle miles traveled reduction objective, the Met Council will consider analysis through model enhancements and through off model evaluations.</p>

Comment	Response
<p>Figure 8: What does “air conditioning” mean in this context?</p>	<p>"Air conditioning" with regards to the Overview's Figure 8 includes air conditioning that cools the passenger compartments of vehicles and necessary refrigeration of specific types of cargo (for example fresh fruits and vegetables).</p>
<p>Describes “longer term improvements” but the data used only extends to 2020. Is there a data point that could be provided that extends past 2020 to demonstrate the potential for longer-term/post-covid emissions reductions?</p>	<p>In the Overview here "longer-term improvements" refers to the past where data is referred to from 2005-2020. In the "Performance measurement" section below the plan describes “longer-term improvements” as "Within the Twin Cities metro area, we forecast declining greenhouse gas emissions from on-road emissions between 2025 and 2050. These are expected to decline 28% due to continued improvements in fuel efficiency and a growing share of electric vehicles. "</p>
<p>Figure 9: The trend line from 2017-2019 was much flatter than what is predicted to occur past 2022. Why is there such a large difference between pre-pandemic trends and the forecasted trends?</p>	<p>The post-2022 future trend line in Figure 9 covers a long time span that jumps from year 2022 to 2050. It is not intended to capture annual fluctuations that might occur over shorter time periods such as 2017 - 2019. The figure does show that VMT growth over the next 27 years are forecasted to be lower than the longer historical trends observed between 2010 and 2019.</p>
<p>“Improving these modes of travel, and their relative advantage compared with driving alone...” Is there a policy in the plan that addresses the relative advantage of these other modes compared with driving alone? If not, recommend adding something to this effect or identifying a workplan item to address.</p>	<p>The Transportation Policy Plan looks to expand transportation choices beyond driving alone across the region with an objective that states, "People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability." There are multiple policies that intend to improve transit, bicycle, and pedestrian mobility and connections. However, it as proven to be difficult to evaluate relative travel times across modes both with the regional plan and when giving policy direction to projects across a wide variety of community types. The Met Council will continue to work on this issue and if an appropriate Work Program item can be identified and supported by regional partners, it will be added to the Transportation Policy Plan in the future. At this time, no change will be made.</p>

Comment	Response
<p>“But highways also serve less GHG-intensive modes of travel.” Describe what these are and note that highway expansion projects are not the only (and often not the preferred way) to better serve these types of trips/modes (e.g., lane conversions to HOV or transit lanes).</p>	<p>Text in the Overview has been clarified to reflect this comment.</p>
<p>The City opposes freeway expansion within the city, to not repeat the historic harm it has caused in dividing communities and creating barriers, particularly for poorer neighborhoods and in communities of color, per Transportation Action Plan Street Operations Action 3.5.</p>	<p>This plan recognizes the past and ongoing harms that freeway development has had on communities and intends to study and start to repair past harms with the Highway Harms Study. This plan also recognizes the need to consider rare, targeted and managed additional lanes to improve a highway system to serve a growing region and a multimodal transportation system largely within the existing right-of-way footprint.</p> <p>The region acknowledges that Minneapolis does not support added capacity, and that any project that suggests capacity is needed will be a project that proceeds with very close coordination with the city and that the city's municipal consent would be needed for such a project to proceed.</p>
<p>The City of Minneapolis has an updated climate plan (Climate Equity Plan). Please update link accordingly: https://www2.minneapolismn.gov/government/programs-initiatives/climate-equity/climate-equity-plan/</p>	<p>Change made.</p>

Comment	Response
<p>How will the TPP 2050 incorporate new legislative requirements for mitigating GHGs with projects in addition to MnDOT's work? We support the Greenhouse Gas Emissions Mitigation Working Group's recommendations to analyze and model GHG and VMT reduction on a regional level, and that additional resources are needed to conduct this analysis and to provide funding for GHG- and VMT- reducing projects as mitigation measures. As the mitigation measures are being refined, it's important to note that some mitigation measures are better suited and more effective in some areas of the region, such as prioritizing infrastructure improvements for people walking, biking, and taking transit. Also to note, developed urban areas typically have constrained right of ways, many demands on space, and many different types of modal users so the mitigation measure options should be flexible enough to create a context-sensitive solution. For example, some potential mitigation measures such as converting existing intersections into roundabouts often require large amounts of space and can create conflicts between users; these types of designs are not often well-suited for urban areas.</p>	<p>The state's Transportation Impact Assessment Technical Advisory Committee is currently developing recommendations to MnDOT for a process for assessing and mitigating greenhouse gas emissions and VMT impacts of capacity expansion projects on the state Trunk Highway system, consistent with new statutory requirements (MN Statute Section 161.178). Met Council staff participate on this committee, and the Met Council is preparing to implement those assessment and mitigation procedures beginning on Feb 1, 2025, and to work with MnDOT on further refining those procedures. The assessment and mitigation procedures will apply to capacity expansion projects on the state Trunk Highway system prior to inclusion in the Transportation Improvement Program. The specific notes on the appropriate context of mitigation measures will be forwarded to the Transportation Impact Assessment Technical Advisory Committee and MnDOT staff in developing guidance.</p>
<p>Reducing transportation emissions is a critical part of this; recommend updating language from "important" to critical or similar. Also recommend rephrasing "the region's needs for climate adaptation and resilience will be larger and costlier" to instead describe the increasing severity of climate change impacts to health and safety of the region and residents.</p>	<p>The Transportation Overview more specifically describes climate risks to transportation resilience in the section titled "Our Region is Dynamic and Resilient."</p>
<p>Grouping County revenues with city and township revenues from these sources is not accurate, since cities and townships do not receive the same revenues. Recommend reporting out separately.</p>	<p>Agree that county, city and township revenues and spending can be very different. The Transportation Policy Plan Regional Transportation Finance section is meant to give a general picture of where transportation revenues are raised, distributed and spent. For ease of simplicity in displaying the information, the revenues and spending of local units of governments (county, city and townships) have been combined. In addition, the investments in the Transportation Policy Plan represent regionally significant projects typically for MnDOT on the principal arterial highway system and by Metro Transit for transitways. Text will be added to emphasize where revenues and spending by local units of government differ from one another.</p>

Comment	Response
<p>Does adding or removing a lane also include lane conversion as a “regionally significant project”? Not clear from text description.</p>	<p>A lane conversion of an existing lane into a managed lane does not meet the threshold described for a regionally significant project.</p>
<p>The City has requested that the Metro Blue Line Extension include a 12th station.</p>	<p>Comment acknowledged. Council staff will share your comment with the appropriate project staff. The Transportation Policy Plan reflects the current adopted locally-preferred alternative. The Met Council anticipates amending the plan in the near future to reflect updates to the Blue Line Extension project once the project reaches certain development milestones.</p>
<p>“Each day, 85% of trips in the region are taken with a personal vehicle.” Please include a source for this and describe what types of trips this includes – is this commute trips, or all trips in general? Consider including data on this by urban, suburban and rural areas, as the area covered by the Metropolitan Council has a large variety of communities and this statistic may not apply equally to all types. Additionally, including information from the Council’s study on how many of these trips could be taken through modes other than driving in this section would help set a vision that is aligned with other goals included in the TPP around reliability, climate and mode shift.</p>	<p>This statistic covers all trips taken by automobile in the metropolitan planning area (text reference changed from "personal vehicle"); changes have been made to the Overview and also the Highway Investment Plan to clarify. Citations to the 2021 Travel Behavior Inventory household travel survey have also been added to both sections. Mode share is available disaggregated by land use community designation in the Evaluation and Performance section of this plan. The Met Council's research on mode shift is described in the Overview under discussion of the "our region is dynamic and resilient" and the "we lead on addressing climate change" goals.</p>
<p>Include source of trip data.</p>	<p>The Travel Behavior Inventory was added as the citation for the data source.</p>
<p>Infrastructure should also seek to minimize stressors – walking on a sidewalk along a busy road is not a pleasant or welcoming experience and is not something that will encourage more people to use the facilities or to associate it with a healthy alternative. Add mention of boulevards to separate pedestrian facilities from roadway in this section as well.</p>	<p>These additions have been made to the Pedestrian Investment Plan.</p>
<p>Add curb ramps to list of pedestrian facilities.</p>	<p>Curb ramps are included in the bulleted list on the same page that are specifically connected with ADA requirements.</p>

Comment	Response
<p>Are these elements eligible for regional funding?</p>	<p>This resource from USDOT is a reference to likely eligible activities for different federal funding programs, including those distributed through the Regional Solicitation. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf Most of what is referenced as other supportive elements for pedestrians on the Transportation Policy Plan page cited by this comment are eligible for some of these types of funding. Additional regional funds for active transportation through the new regional sales tax may have different future eligibility as requirements for that program are determined by the region.</p>
<p>PROWAG has not yet been adopted by the Department of Transportation and Justice, so the existing standards are the requirements that are in place, not PROWAG.</p>	<p>The section text acknowledges that the Accessibility Guidelines for Pedestrian Facilities in the Public Right of Way are enforceable after these two federal departments adopt the guidelines in regulations. The Department of Transportation issued its final rule for new construction and alteration of transit stops on December 18, 2024, which will be effective on January 17, 2025. Until adoption, these guidelines are still best practices to ensure that infrastructure investments improve accessibility for people with disabilities. As an example, MnDOT began implementing portions of the guidelines relating to curb ramps in 2010.</p>

Comment	Response
<p>Clarify the Metropolitan Council's role in compliance with the ADA and for universal design. The City of Minneapolis has a Street Design Guide that recommends design parameters based on street typology and space available in the public right of way while balancing different needs (e.g., balancing the amount of paved areas with space for greening and stormwater treatment). This section includes many suggestions for universal design such as enclosed spaces for socializing and sensory processing and frequent seating – are these elements that are eligible for regional funding, design and maintenance? There's a section on designing streets for use by people who are deaf or hard of hearing – how does this design support users with other needs?</p>	<p>Clarification on the Met Council's role related to the ADA has been expanded in the Pedestrian Investment Plan, specifically on pages 4 and 8. The USDOT requires MPOs to certify that the metropolitan transportation planning process complies with the ADA (in 23 CFR 450.336), in addition to other requirements. Beginning in 2016, the FHWA Minnesota division office provided direction that this process includes coordination and monitoring progress of required local ADA transition plans. If it is determined that the planning process is not in compliance with the ADA, it is possible that federal funds could be withheld to the region.</p> <p>For universal design, the Met Council's role includes providing guidance and resources. This plan acknowledges that, beyond ADA minimum requirements, regional partners need to expand universal design elements in transportation projects to ensure they can be accessed, understood, and used to the greatest extent by all people.</p> <p>This resource from USDOT is a reference to likely eligible activities for different federal funding programs, including those distributed through the Regional Solicitation. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf Much of what is referenced could be eligible for some of these types of funding. Additional regional funds for active transportation through the new regional sales tax may have different future eligibility as requirements for that program are determined by the region.</p>
<p>Describe what lower and moderate speeds mean. For example, is “lower” in comparison to other urban streets, or to streets in the region? Were results normalized by pedestrian volumes in the study?</p>	<p>As noted in the text on page 15, pedestrian count data for volumes is not widely available throughout the region; therefore, the Pedestrian Safety Action Plan used proxies for where people would most likely be walking. Lower and moderate speed limits refer to comparisons across the region, such as lower referring to 30 mph or under. Additional detail will be provided in the final graphic used in the plan to add clarification.</p>
<p>See previous comments on developing a Complete Streets Typology.</p>	<p>The intent is to provide tools for communities to better address Complete Streets in the context of a regional system approach. The full scope of this guide will be developed through future engagement with city, county, and state partners.</p>

Comment	Response
<p>Heading: Pedestrian project selection – guidance and key factors. Is this specific to regional funding opportunities? If so, make clear in the title.</p>	<p>This change has been made to this section.</p>
<p>The ADA did not include any requirements for when barriers needed to be addressed.</p>	<p>While the Americans with Disabilities Act (ADA) does not include a deadline for barrier removal, the Imagine 2050 Transportation Policy Plan includes an action to "support and fund efforts across the region to be compliant with the federal Americans with Disabilities Act minimum requirements by 2050." The 2050 plan horizon is sixty years after the ADA became law. The plan identifies this action as led by all transportation agencies in the region, including the Met Council, MnDOT, cities, counties, and transit agencies. This action was identified through a collaborative policy development process with technical stakeholders to support the Imagine 2050 goal statement "Our region is equitable and inclusive: Racial inequities and injustices experienced by historically marginalized communities have been eliminated; and all people feel welcome, included, and empowered." Barrier removal is consistent with this goal to eliminate inequities and injustices, especially considering disabilities are more prevalent among Black and Native American residents of the region. This plan acknowledges that, beyond ADA minimum requirements, regional partners need to expand universal design elements in transportation projects to ensure they can be accessed, understood, and used to the greatest extent by all people.</p>
<p>Who defines what “fully meeting the needs of people with disabilities” includes? Is this something the Metropolitan Council is intending to identify in collaboration with people from the disability community?</p>	<p>People with different types of disabilities would need to be included in any determination of progress in the region on fully meeting their needs. One way the Met Council hears input from people with disabilities is through the Met Council's Transportation Accessibility Advisory Committee, which was created by the state legislature to advise the Met Council on long-range plans to meet the accessible transportation needs of the disability community. This committee includes people with disabilities as well as representatives of appropriate agencies for people with disabilities, Other engagement may be used in future evaluation of reaching this goal in the region.</p>
<p>This section should distinguish between barriers identified and under the purview of the ADA and other types of barriers.</p>	<p>The text was edited to make the ADA connection clearer.</p>

Comment	Response
Minneapolis also received a Safe Streets for All grant.	Added Minneapolis and St Paul as recipients of implementation grants. Also updated list of cities that have received planning funds.
4A: “Compensate community members for their time and expertise” (cities marked as lead agencies). While the City of Minneapolis supports this intent, the compensation must align with what’s allowable under State and Municipal policies as well as meeting public purpose requirements for valid city expenditures.	The intent of this action is for agencies to explore opportunities to directly compensate members of the public for providing their expertise and time for certain planning efforts (focus groups, advisory committees) or provide accommodations that encourage diverse participation at public meetings (transit passes, child care, food, etc.) It is understood there are limitations on some forms of compensation in current state law.
4A: Youth are cited as an example of historically underrepresented communities but are not considered in EJ communities in the EJ Analysis chapter unlike all other examples provided in the Action text.	Under federal law, Environmental Justice is defined to include "minority and low-income" communities and people with disabilities through Executive Orders 12898 and 14096. Historically disadvantaged communities is a more expansive term frequently used to refer to and encourage greater engagement with, and participation from those most excluded from planning decisions, including youth populations.
5C: PROWAG has not yet been adopted, so there are no formal “requirements” to be included in self-evaluations and transition plans. This could be updated to “When PROWAG is adopted, local agencies should ensure their self-evaluations and transition plans address all requirements...” but this has not yet been adopted by the DOT and DOJ.	This action was reworded to note the uncertain timeline for final adoption by the USDOT.
10 actions: Support these actions, especially 10D, 10F, and 10H.	Thank you for your comment.
10G: Should this be “at least in proportion to...” to give flexibility to fund a little above the proportion given other regional goals?	This action has been revised to support flexibility in the deliberation process.
10H: Consider including a specific reference to speed safety cameras given the pilot program that passed the legislature this year.	Speed safety cameras are discussed in the Overview section of the Transportation Policy Plan.

Comment	Response
<p>13A: Is this action saying that you are prioritizing investments in suburban and rural communities over urban areas? I don't think it is but consider rewording because it could be read that way.</p>	<p>The intent of this action is to better promote active transportation planning and investments in suburban and rural parts of the region. The action will be reworded to more clearly identify the intent and remove confusion. Additionally, the Regional Solicitation Evaluation, currently underway, will evaluate methods to encourage active transportation investments across the region. Other actions (9a) point to context sensitive design guides for small town and rural communities and (15d) further expanding the Regional Bicycle Transportation Network in rural areas.</p>
<p>15A: This should also include investments in locally-identified bikeway priorities, even if they don't directly connect to the Regional Bicycle Transportation Network as they can still be key components of a local and regional network.</p>	<p>The Regional Solicitation Evaluation, currently underway, will determine how to implement the Transportation Policy Plan through the funding prioritization process, which will include local (action 15B) and regional bicycle connections (action 15A). Action 15E also looks to prioritize local or regional networks where potential bicycle demand is highest to aid in the funding prioritization process underway.</p>
<p>16A: Should also work to prioritize locally-identified barriers, as these are often informed and developed in coordination with communities and local users.</p>	<p>Actions 16A and 16C have been revised in response to this comment.</p>
<p>17D: What's included in the Phase I Regional Sidewalk Study? A short description here would be helpful.</p>	<p>The full description is available in the Transportation Policy Plan Work Program.</p>

Comment	Response
<p>23D: The City of Minneapolis uses a street typology to categorize streets based on network needs and the envisioned character of streets. It is closely tied and supports existing land uses and planned land uses as determined in the City's Comprehensive Plan, Minneapolis 2040. What is the reason for the Metropolitan Council also proposing to develop street typologies? Would this be developed for A minors and up only? There is concern that a region- wide street typology developed by the Metropolitan Council will overshadow local priorities. As experienced with other regional networks such as the Regional Bikeway Transportation Network, local priorities and network needs to provide adequate biking facilities for network users are not fully incorporated into regional networks. This limits funding opportunities for local jurisdictions to achieve their transportation and network goals. If the Metropolitan Council does proceed with developing a region-wide street typology, funding metrics should consider allowing full funding points in the relevant category to be allocated to projects that either are represented on the Metropolitan Council's network or identified through the local agency's network as an identified need.</p>	<p>The Met Council routinely provides technical assistance for local agencies to reference and consider. The intent is to provide tools for communities to better address Complete Streets in the context of a regional system approach. The full scope of this guide will be developed through future engagement with city, county, and state partners.</p>
<p>26B: Consider adjusting “excessive delay” to be a higher threshold, and clarifying whether this compares rush hour travel times with free flow travel times. The index should also take into account whether travel times for other modes are competitive with vehicle trips, and adjust the threshold for excessive delay to match travel times for other modes, e.g., is driving alone during rush hour still quicker than taking transit for the same trip?</p>	<p>The excessive delay threshold has been set considering the needs of vehicle mobility on highways for people and goods, while also considering the negative impacts from construction costs, induced demand on climate impacts, added impervious surfaces and others. This measure on its own does not consider other modes but other measures and policies and actions do. This plan does work toward greater parity across modes by emphasizing the needs of transit through actions within policies that include: 19. Plan for, invest in, and implement a network of transitways to expand access to reliable, frequent, high-capacity transit services., 22. Provide high-quality connections within and between modes of transportation. and 25. Provide transportation options and transit advantages on roadway corridors with delay and travel time reliability issues.</p>

Comment	Response
<p>27B: Prioritizing investments in historically disadvantaged communities should be a more inclusive goal, not just for retrofit projects.</p>	<p>The prioritizing language included in action 27B is meant to be specific to the activity of retrofitting amenities. The Transportation Policy Plan includes directions at the goal (Our region is equitable and inclusive), objectives (Historically disadvantaged communities are better connected to jobs, education, and other opportunities; We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color.), and policy levels (Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.) to prioritize equitable investments in historically disadvantaged communities.</p>
<p>32: Suggest changing Cities and even Counties to “lead agency” for 32F. However, a more significant impact would be made if all agencies were held to local stormwater management rules. Currently, Met Council, State, and County do not comply with Minneapolis’ stormwater rules when performing work in the city, and this is the case for all ‘larger’ agencies working within ‘smaller’ agency boundaries.</p>	<p>This action was written to encourage the Minnesota Department of Transportation and Pollution Control Agency to explore alternative stormwater management practices and guidance. The Met Council has not received specific authorization or direction to regulate stormwater management.</p>
<p>33C: Suggest much stronger language around tree canopy and other green space preservation. Existing trees and their preservation priority are not currently considered when siting, designing, and constructing bus stops. The standard practice is to remove any trees within a bus stop pad, without further considerations or design adjustments to accommodate the tree and incorporate it into the design. Further, even when a bus stop is identified for a future, potentially un-funded line, on a transportation projects, conflict trees are removed in anticipation of the bus stop, losing the benefit of the trees for unused space for years.</p>	<p>In addition to action 33C, the Transportation Policy Plan also includes actions under Policy 13 "Use transportation investments and priorities to reduce negative health impacts influenced by the transportation system.", specifically 13D and 13F that emphasize preserving "natural features like shade trees" and prioritizing projects that include "shade cover in the transportation right-of-way". The Met Council will share your specific comments with our regional transit provider partners to consider project specific actions regarding tree preservation near transit stops. The Land Use Policy Plan and Parks Policy Plan of Imagine 2050 have additional policies regarding preserving shade trees and green space.</p>

Comment	Response
<p>The addition of new transportation funding has resulted in the ability to program and deliver more infrastructure projects, however these resources are not being distributed equally across all levels of government. This chapter highlights the amount of funding dedicated to MnDOT, Met Council, and Metro Counties, but it does not tie this to the limited amount of new funding to municipalities. Municipalities have the largest amount of mileage to manage, yet have the least amount of new dedicated funding. Projects being led by Counties, Metro Transit, and MnDOT typically require cost participation from municipal partners and the increases in their funding will only further stretch the ability of municipalities to maintain their own infrastructure while trying to keep up with cost participation obligations.</p>	<p>The Regional Transportation Finance section is meant to provide a high-level overview of transportation revenues and spending within the metropolitan area. In addition, it provides detail on new sources of revenue provided by the 2023 Legislature. Cities received some new dedicated funding as part of the legislation but as the section documents, the majority of the funding was directed at counties, transit and active transportation purposes. Cities will continue to rely most heavily on local property taxes and fees for their transportation spending. Cost participation policies are under the control of the counties and MnDOT. Hopefully the information provided in this section can help transportation system providers engage and identify how to best fund the transportation system needs in partnership.</p>
<p>The 2023 state legislative tax changes led to projected increases in the state highway user tax revenues. These revenues fund the state-aid account of which counties receive 29% of the distribution and will typically see growing revenues. On the municipal side, which receives 9% of the distribution, revenues will remain flat or decline as new cities reach the population threshold to become state-aid cities.</p>	<p>The distribution of highway user tax revenues is specified in the state constitution and as indicated provides 62% for state highways, 29% to county highways and 9% for municipal roads. Agree that municipal funding is reduced as new cities reach the 5000 population threshold and become eligible to receive the municipal revenues.</p>
<p>Section on local revenues does not reference the disparity between the counties and cities. Cities did not directly benefit from an increase in revenue in the same way that the counties did during the 2023 legislative session.</p>	<p>The transportation revenue increases provided by the 2023 Legislature were primarily directed at counties, transit and active transportation purposes. The current section does state this point but will be reviewed to determine if it can be further emphasized.</p>
<p>There is considerable overlap between the Transit Investment Plan and this section (Transit Design and Performance Guidelines). Edits noted above should be incorporated into this section as well, or duplicated text between the two sections should be removed.</p>	<p>Comment acknowledged. Since the audience of the two documents is different, there is some value in duplicating important messages in both documents. Met Council staff will ensure the two sections are consistent.</p>

Comment	Response
<p>The distinction between different transit modes and bus route types is nearly impossible to determine on the map. The accessibility text does not note the inclusion of transit modes or bus route types on the map. Consider ways to improve visibility of transit modes and updating accessibility text.</p>	<p>The intent of Figure 2 in the Transit Investment Plan, a Map of Capital Levy District, is to highlight the capital levy district. Council staff has de-emphasized the transit route layers to make the main information clearer. The map has been edited to make the visual hierarchy clear. Transit routes by mode is covered better in a subsequent map focused on that topic. The accessibility text has been updated to note the inclusion of transit routes by mode.</p>
<p>There should be more distinction between commuter rail and light rail on the map.</p>	<p>Map has been changed to make the commuter rail line wider and more distinct from the solid red light rail lines.</p>
<p>Transitways is defined in state statute. Recommend referencing the state statute to provide connection between how the state is defining transitway and associated funding dedicated to transitways, which is later discussed on page 25.</p>	<p>Comment acknowledged. Staff added a footnote referencing state statute that reads as follows: "Minnesota State Statute 473.399 defines which modes may be a transitway for the purposes of the statute including “bus rapid transit, light rail transit, commuter rail, or other available systems or technologies that improve transit service”; https://www.revisor.mn.gov/statutes/cite/473.399.</p>
<p>Transit advantages are implied to only include dedicated facilities or transit signal priority (TSP). Metro Transit's Transit Advantages and Transit Signal Priority report provides a fuller picture of the full range of transit advantage tools. Please update to more clearly define the full range of transit advantages. The map implies that transit advantages include dedicated facilities or TSP. Please update to clarify a fuller range or transit advantage tools, as supported by Metro Transit's Transit Advantages and Transit Signal Priority report.</p>	<p>Comment acknowledged. Added "but not limited to" before list of transit advantage facilities. Figures were made with best available information at the time. A reference to the report was also added language after list reading "For more information see the region's 2024 Transit Advantages and Transit Signal Priority Report" with a footnote citing the report.</p>
<p>The distinction between different transit modes is difficult to determine on the map. The accessibility text does not note the inclusion of transit modes on the map. Consider ways to improve visibility of transit modes and updating accessibility text.</p>	<p>The intent of Figure 6 in the Transit Investment Plan is to highlight park-and-rides and transit centers. Transit routes are there as contextual information. Transit routes by mode is covered better in a different map focused on that topic. The accessibility text has been updated to note the inclusion of transit routes by mode.</p>

Comment	Response
<p>The City supports the County’s efforts to reserve right of way and continue investigation of a transitway along the Midtown Greenway, which could include bus or rail. We support Metropolitan Council retaining Midtown Rail as described in the 2040 TPP in the 2050 TPP.</p>	<p>Midtown rail is included in the Transit Investment Plan as an opportunity for investment beyond the current plan.</p>
<p>If the Blue Line Extension project advances into construction, we support removing the West Broadway Modern Streetcar from the 2050 TPP. Should the plans for a light rail extension along West Broadway change, we would want to revisit the transit assumptions on this important transit corridor.</p>	<p>Supportive comment acknowledged.</p>
<p>The City is supportive and encouraging of the movement to electric buses or other types low or zero emissions vehicles in support of reducing greenhouse gas emissions and reducing the health impacts of tailpipe emissions. The City’s Transportation Action Plan technology objective 6.7 states the City will “Support partner transit agencies as electric fleets are incorporated including expedited siting of charging locations.”</p>	<p>Comment acknowledged. This is addressed in Transportation Policy Plan action 29E. The Met Council will also share your comment with relevant transit provider staff.</p>
<p>Edit text: Looking ahead, a prioritized five-year plan of transit advantage projects in Minneapolis will be available in early late-2024.</p>	<p>Edit incorporated.</p>
<p>RESOLUTION By Cashman Supporting bus rapid transit (“BRT”) on the Nicollet-Central transit corridor. Whereas, the City of Minneapolis (“City”) through the Transportation Action Plan has established Transit Strategy 2, to “Increase the speed and reliability of transit”; and Whereas, the City through the Transportation Action Plan has established Transit Action 4.1, to “Plan, design and construct high capacity, neighborhood-based transit along the Nicollet-Central corridor;</p>	<p>Met Council acknowledges the City of Minneapolis' support for BRT service on the important Nicollet-Central transit corridor and transit speed and reliability improvements. Metro Transit will be updating the Arterial Bus Rapid Transit Network Plan in 2025. The Met Council has removed the Nicollet-Central Modern Streetcar project per our coordination with Hennepin County. Your resolution will be shared with relevant project staff.</p>

Comment**Response**

Whereas, Metro Transit has a planned METRO F Line BRT project connecting downtown Minneapolis to the City's northern limit via Central Avenue; and

Whereas, Metro Transit has identified Nicollet Avenue BRT project connecting downtown Minneapolis to the City's southern limit, as a mid-term (2030-2035) BRT project in Metro Transit's Network Next plan; and

Whereas, Metro Transit's investments in BRT are a cost-effective solution to improve the speed and reliability of transit service and reach more riders; and

Whereas, Metro Transit does not operate streetcar transit service; and

Whereas, by the Laws of Minnesota 2021, 1st Special Session, Chapter 5, Article 1, Section 123, the Minnesota legislature expanded the eligible use of value capture district ("VCD") funds from "streetcar line" to "transit line"; and

Whereas, by Resolution 2024R-266 adopted September 5, 2024, the City amended the VCD project area transit line in alignment with the Nicollet-Central transit corridor; and

Whereas, a change in mode from streetcar to BRT along the Nicollet-Central corridor, in alignment with the regional transit network, would allow the City to expand the coverage of fast and reliable transit service along the Nicollet-Central corridor; and

Whereas, the City previously supported streetcar efforts, including Resolution 2013R-422 providing support for the Metropolitan Council adoption of the Nicollet-Central Transit Corridor Locally Preferred Alternative into their 2040 Transportation Policy Plan ("TPP"); and

Whereas, the Metropolitan Council plans to remove the Nicollet-Central Modern Streetcar from their 2050 TPP, as indicated in the draft 2050 TPP; and

Whereas, City comments to the regional 2050 TPP reflect support of regional efforts to expand BRT;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City supports BRT on the Nicollet-Central transit corridor.

Comment	Response
<p>Be It Further Resolved that the City supports improved speed and reliability of transit from downtown Minneapolis to the City's northern limit via Central Avenue through Metro Transit's planned METRO F Line BRT project.</p> <p>Be It Further Resolved that the City supports improved speed and reliability of transit from downtown Minneapolis to the City's southern limit on Nicollet Avenue through Metro Transit's identified mid-term Nicollet Avenue BRT project in Metro Transit's Network Next plan.</p> <p>Be It Further Resolved that the City supports improved speed and reliability of transit routes in downtown as part of City plans to revitalize Nicollet Mall and adjust transit route alignments, as identified in the City's amended VCD project area.</p> <p>Be It Further Resolved that the City rescinds support of streetcar as identified in Resolution 2013R-422.</p>	
<p>For the Freeway Harms Study, please add context on how the community will be involved in the study.</p>	<p>Thank you for your comment. The Freeway Harms Study will kickoff in 2024 and will develop a more defined community engagement plan that will be shared on the project website.</p>
<p>Pedestrian Accessibility and Barrier Study: How will local agencies be involved in scoping and reviewing this work?</p>	<p>This study has been removed from the work program to allow more time to define the need and scope. In general, local agencies may be involved in scoping such studies through the Met Council's Bicycle and Pedestrian Planning Work Group. Studies often include technical advisory groups to engage local partners in the work.</p>
<p>Complete Streets Implementation Guide: What does implementation look like in this context?</p>	<p>The intent is to provide tools for communities to better address Complete Streets in the context of a regional system approach. The full scope of this guide will be developed through future engagement with city, county, and state partners.</p>

Comment	Response
<p>Transit Advantage Priority Guide: How will this integrate or support transit priority studies that have already been started or completed by Metro Transit and the City of Minneapolis?</p>	<p>Thank you for your question. The intent of this project is to create context-specific guidance for identifying and prioritizing building new and/or modernizing existing transit advantage facilities. In addition, the study will identify regional priority corridors for implementing new transit advantages and modernizing or improving existing transit advantages. At a high level, the Met Council expects this work to build off of and incorporate planning already done by our partners and help create a regionally consistent approach for cities and other agencies that are new to considering transit advantages. More specific details of how they would integrate or support with prior studies by other agencies in the region would need to be worked through with our partners during the study process.</p>
<p>Twin Cities Transportation Resilience Improvement Plan: Does resilience in this context only related to climate and weather-related impacts per the underlying Policy 27?</p>	<p>Thank you for your comment. The Resilience Plan is specific to climate and weather impacts to align with the federal PROTECT funding program. Policy 26 identifies needs for further study around traffic technologies from recurring and non-recurring congestion and Policy 28 identifies a need to further identify system redundancies/missing connections and to evaluate incident management approaches.</p>

City of Oak Grove

Comment	Response
<p>Regional policy plans do not show a plan to expand transit services into the City. The City does not have the current infrastructure capabilities to provide any expansion opportunities, and we would not support expansion into the City or policies that would enable that approach in the next ten years. Objective 2 “Maximize opportunities for growth in places well served-by transit, bicycle and pedestrian infrastructure” is exclusive to communities that are prepared for that transportation infrastructure and want rapid expansion of such. All communities should be supported by the Metropolitan Council with guided growth decisions tailored to their individual needs rather than a tunnel vision focus of transit-oriented development.</p>	<p>Local governments at every level of development can work on their development patterns. For smaller jurisdictions without transit, a focus on walkability, bike-ability, and development that supports local trips may be the most achievable outcome, and can make the community a great place to live. This policy is not restricted to those with access to transit services.</p>

City of Ramsey

Comment	Response
<p>It would be nice to use more concrete in road construction over bituminous.</p>	<p>Concrete and bituminous roadways each have their own advantages and drawbacks. Road authorities consider longevity, traffic impacts, life cycle costs, environmental impacts, and other things as they make this selection.</p>

City of Richfield

Comment	Response
<p>Several of the overarching goals set forth seem contradictory, like having policies to both increase vehicle mobility and lower vehicle miles traveled.</p> <p>Specific to the “dynamic and resilient” goal, the objective on reliable travel time should extend beyond just “on the highways” and include all modes. The actions proposed support this.</p> <p>The proposed policies do align with the transportation planning framework that the city has developed over the past decade, however some of the actions go farther than we have been able to, or require a level of data we have not been able to collect.</p>	<p>Thank you for your comment. Imagine 2050 is a regional plan that must reflect needs across a variety of community types and needs, which sometimes are conflicting. The actions included in the Transportation Policy Plan focus highway mobility investments to the most significant needs while emphasizing improved access and quality of multimodal transportation options. State laws directing greenhouse gas and vehicle miles traveled reductions will continue to guide comprehensive planning and transportation project development. Several Work Program items are intended to provide more tools for assessing the trade-offs between some of the plan's goals while recognizing a one-size-fits-all approach will not work.</p>
<p>The financing consideration needs to split counties and cities apart; they are in extremely different financial situations, especially after the 2023 legislative session.</p> <p>The plan seems to take local finances for granted, putting a significant number of actions that require funding on cities as a lead agency, without discussion of adequate additional formula funding to cover the costs.</p>	<p>The Regional Transportation Finance section is meant to provide a high-level overview of transportation revenues and spending within the metropolitan area. In addition, it provides detail on new sources of revenue provided by the 2023 Legislature. Cities received some new dedicated funding as part of the new Transportation Advancement Account, but as the section documents, the majority of the funding was directed at counties, transit and active transportation purposes. Cities will continue to rely most heavily on local property taxes and fees for their transportation spending. Cost participation policies are under the control of the counties and MnDOT. A change has been made in the Local Government Spending section in Table 9 to separate the new revenues received by counties from the cities and townships, along with new text indicating that counties received the majority of the new local revenues. Hopefully the information provided in this section can help transportation system providers engage and identify how to best fund the transportation system needs in partnership.</p>

City of Shorewood

Comment

Response

Capital Project Lists - Highway 7

The Highway 7 corridor is of special and considerable importance to the City of Shorewood. This Highway bisects the City of Shorewood and it is nearly impossible to travel from one part of the city to another without using Highway 7. Highway 7 has expanded over time and carries an increasing amount of traffic through the community from growing communities to the west as well as playing a role in our local connectivity. There are a number of at-grade intersections that were designed before the current and future forecasted growth that has resulted in a high accident and death toll.

The City recently received money from the legislature to create a corridor commission of adjacent properties to study and lobby for improvements to this corridor. The study and outcome of corridor improvements may extend beyond the submission date of the city's next comprehensive plan deadline.

As no project are include in either short or long-term spending, what assurances does Shorewood have that the necessary project will be included after the studies are concluded and intersections and changes to the area intersections are recommended?

Thank you for your comment. The Imagine 2050 Transportation Policy Plan only identifies projects that are defined by federal law as regionally significant, and those projects are only included when funding is reasonably expected for the specific project. Since projects have not yet been defined or identified with funding sources on Highway 7, no projects are included in the plan at this time. The recently completed Met Council and MnDOT Intersection Mobility and Safety Study identified several Highway 7 intersections in Shorewood as regional priorities. The Met Council looks forward to working with the city and its project partners on improvements to Highway 7.

City of Woodbury

Comment	Response
<p>The Imagine 2050 Plan should identify the Council as an advocate for both transit improvements as well as a vocal advocate for increased funding for transportation improvements to the regional roadway network (freeway).</p>	<p>The regional plan identifies the goals and objectives of our metropolitan transportation system and also the investments that can be funded under a fiscally constrained plan. It is incumbent on the Met Council and all regional transportation partners (MnDOT transit providers, counties, cities and others) to seek to advocate for and seek the funding necessary for the transportation investments that will achieve the region's transportation goals and objectives.</p>

Dakota County

Comment	Response
<p>The Functional Classification chapter describes principal and minor arterials, which make up the regional highway system, as barriers to pedestrian and bicycle travel. The chapter goes on to state that principal arterials are not intended to serve bicycle and pedestrian trips and that minor arterials should prioritize pedestrian and bicycle investments in certain areas with concentrations of jobs and transit. While this may be true for principal arterials that are freeways, this statement contrasts with the plan's policies and actions which focus heavily on pedestrian and bicycle safety and access on the regional highway system, many of which are divided highways. While we recognize the challenge of providing multimodal access to destinations, which are often concentrated along these highways, the plan should reconcile these contradictory statements. The plan should also provide more emphasis on technical support and guidance to all entities on how best to support multimodal travel on principal and minor arterials.</p>	<p>Thank you for your comment. The text in the Functional Classification section that describes the relationship of pedestrian and bicycle travel with principal arterials has been edited to provide more clarity. The Met Council will be developing a Complete Streets Local Implementation Guide that will address varying modal needs on the various functional class highways. More information about this project is included in the Work Program section.</p>

Comment	Response
<p>Dakota County supports the plan's inclusion of system planning for additional principal arterials and the recognition that the arterial grid is not fully developed in growing parts of the region. The County appreciates the inclusion of Dakota County's planned principal arterials in the text of the plan. The County suggests incorporating one or more action items related to principal arterial system planning.</p>	<p>Thank you for your comment. Dakota County's study serves as a comprehensive, long-term guide to plan for future development and the required transportation infrastructure needed to support anticipated development.</p> <p>Every area has different development patterns and associated transportation needs, and it would be difficult to apply a universal approach for all areas of the region. Council staff will review comprehensive plans of each community and make suggestions on how best to plan for future growth and infrastructure needs in a manner that works for the individual community.</p>
<p>Transportation is a vital element of the future prosperity and success for the region. This holds true in Dakota County where an efficient transportation system will be a critical factor to support our planned growth. The Transportation Policy Plan is intended to guide long-term transportation policy by setting goals, policies, and priorities for maintaining and improving the region's transportation system. This remains a difficult task, considering today's challenges including needs for investment in preserving the current system, providing multi-modal solutions, and addressing current constraints including highway funding.</p>	<p>The Metropolitan Council acknowledges the responsibility, shared with implementing partners like Dakota County, to address a wide range of current and future transportation needs across modal systems.</p>
<p>The plan acknowledges the importance of the regional highway system and includes data showing that 85% of all trips in the region are taken with a personal vehicle, and that the highway system is important for supporting all modes, including transit, freight, biking, and walking. Dakota County acknowledges and supports the commitment to creating "walkable" and "bikeable" communities, however, the County also requests that the plan acknowledge the challenges of implementing this vision in rural areas. The plan appropriately notes that rural areas are highly dependent on roadways for personal travel. Despite this acknowledgement, the regional goals and supporting objectives provide minimal direction to highway investments and improvements. Dakota County recommends inclusion of additional objectives and actions that support highway safety, mobility, and modernization.</p>	<p>This plan includes policies and actions under objectives "People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays" and "People and businesses can rely on predictable and cost-effective movement of freight and goods" that support highway mobility and under objective "People do not die or face life-changing injuries when using any form of transportation" that support highway safety.</p> <p>The Existing Interchange Modernization Study is listed in the Work Program as a study to update and modernize the existing interchanges on our system to meet current needs.</p> <p>Text was added to the Highway Investment Plan to recognize the difficult context regarding using active transportation in rural areas.</p>

Comment

Response

While the County agrees that it is important to acknowledge and understand the benefits and impacts of all transportation investments to residents and members of underserved communities, the plan focuses on the harm caused by highways and minimizes benefits that highways provide for all modes. With this focus on the negative aspects of highways, the plan understates the significant needs in the region for investment and modernization of the regional highway system and the potential benefits that highway improvements can provide. Dakota County suggests including a more balanced discussion of highways that both acknowledges the disproportionate harm highways have had on some communities while also identifying how highway investment and safety improvements for all modes can benefit all residents of the region. These benefits include economic development through the efficient movement of goods and services, and safe routes for residents to get to their homes, jobs, and places of commerce that are not located on transit lines.

Thank you for your comment. The Transportation Policy Plan discusses the benefits of the highway system for accessibility and mobility for people and freight and identifies multiple studies, completed and upcoming, to further identify the benefits of the highway system. The Freeway Harms Study is a first-of-its-kind comprehensive study that will systematically define and measure the externalities caused by the highway system primarily to the adjacent communities and identify opportunities and best practices to minimize and mitigate them.

The plan documents increased funding for transportation at the state level and new distribution formulas at the Minnesota Department of Transportation (MnDOT) that will result in increased funding for the regional highway system in the metropolitan region. The plan identifies several principles for prioritizing MnDOT's additional funding in the region. Dakota County would like to see an emphasis on MnDOT projects that address modernization of its aging arterial system. Highways such as Trunk Highway (TH) 3, TH 50, TH 13, TH 149, and TH 55 are important corridors and connectors for Dakota County, yet these corridors have not been updated or modernized since their initial construction. These two-lane rural design highways lack pedestrian and bicycle infrastructure, turn lanes, shoulders, and drainage systems adequate to handle today's needs. Walking or riding a bicycle in urban, suburban, and rural areas is dangerous along these state highways. Safe off-road trails in urban and suburban areas, and wide safe shoulders in rural areas are much needed. Dakota County suggests adding an item to the Work Program section of the Transportation Policy Plan in coordination with MnDOT to prioritize investments in MnDOT's aging non-freeway arterials for corridors in greatest need of modernization improvements that go above and beyond pavement preservation.

The region's priority is with the principal arterial system as this carries the largest number of trips the furthest distance. MnDOT and the region jointly prioritize these and minor arterial investments through system wide studies. Updates to a number of these studies are included in the work plan here including Existing Interchanges Modernization Study, Main Streets/Urban Pavements Prioritization Study, Congestion Management and Traffic Management Technology Prioritization Study, Congestion Management and Safety Plan, Managed Lanes Vision and System Study, The corridors listed will be considered in these studies. However, the modernization of the non-freeway arterial corridors is an important topic area worthy of further conversations to see if a regional study is needed.

Comment

Response

The plan's greenhouse gas emission and vehicle miles traveled (VMT) reduction goals should be established with an understanding of how these can be achieved in all areas of the region, including suburban and rural areas with limited options for transit and other modes.

This plan's greenhouse gas emissions and vehicle miles traveled reduction goals mirror those of the State of Minnesota. MnDOT is currently doing work to consider "how these can be achieved in all areas" of the state "including suburban and rural areas with limited options for transit and other modes." This plan's Work Program also includes work under Action 30D titled "Greenhouse Gas Emission Reduction Strategy Development" that will also consider the feasibility in different parts of the region including suburban and rural areas.

While the County recognizes the requirement for the plan to be fiscally constrained, the plan should identify needs and issues that are a priority to address when additional resources are identified and provide more information about planned projects in the region beyond the small subset of "regionally significant projects."

As noted federal law requires the plan to be fiscally constrained and also specifies that it must include regionally significant projects. These projects are typically identified through major planning processes whereby both a project alternative and funding sources are identified. Both the Highway and Transit Investment Plans identify past, on-going and future planning studies and work that will result in identifying additional regionally significant projects. As this planning work is completed it will be projects will be added to the plan through amendment processes.

The Transit Investment chapter identifies that over the 26-year timeframe of the plan, there is \$1.5 billion in unallocated regional sales tax funding. The plan does not discuss how that funding will be prioritized but that there will be a future process to decide on how these funds will be invested. Dakota County would like to see a robust regional discussion about transit needs across the region and how this funding source can be utilized to improve transit in all areas of the region.

Thank you for your comment. The Met Council agrees that robust regional discussion on this funding will be vital for directing future transit investments.

Hennepin County

Comment	Response
<p>Hennepin County staff appreciate the opportunity to review and provide comments on the Imagine 2050 Transportation Policy Plan (TPP). County staff have been actively engaged in the development of the TPP with the Metropolitan Council and its partners through the project's Technical Advisory Committee (TAC), Policy Advisory Committee (PAC) and multiple development teams. We look forward to working with our partners to promote “a prosperous, equitable, and resilient region with abundant opportunities for all to live, work, play, and thrive.”</p> <p>Overall, the county supports the Imagine 2050 TPP as it closely aligns with county goals in our comprehensive plan, Climate Action Plan, Disparity Reduction, ADA Transition Plan, Complete and Green Streets Policy, safety planning and various modal plans. We value the efforts to develop a plan that promotes agency collaboration in identifying common goals and priorities that will set the region up for future success. While Hennepin County staff have submitted comments throughout the plan development process, Hennepin County would like to highlight the following important topics related to the Regional Goals to move the region forward into the next 25 years.</p>	<p>The Met Council thanks Hennepin County for its active participation in development of the Imagine 2050 Transportation Policy Plan and its continued partnership delivering transportation infrastructure and services for the Twin Cities region.</p>
<p>Our region is equitable and inclusive</p> <p>Continued effort is needed to reduce disparities through the funding and delivery of transportation projects throughout the region. It is important to recognize that communities across the region are impacted by systemic racism and do not have the same opportunities to grow and thrive as others. Investments in safety and accessibility to provide multi-modal connections is critical for people to access jobs, schools, health care and other important destinations. We are happy to see specific considerations for our aging population, youth, and people with disabilities in addition to strategies that aim to address racial and income disparities in the plan.</p>	<p>Thank you for your comment and your support of these issues and needed work.</p>

Comment

Our communities are healthy and safe

Hennepin County is committed to a Safe System approach and supports the continued goal in the 2050 TPP in alignment with the statewide vision of moving toward zero traffic fatalities and serious injuries. This is particularly important for our tens of thousands of residents who live in historically disadvantaged communities and have been disproportionately affected by crashes. We are currently developing a Toward Zero Deaths (TZD) Safety Action Plan to help us get toward zero deaths on our roads. In addition to safety, adding more specific health goals related to transportation may help the region better track health outcomes of investments.

We understand that freight is important to a thriving economy, however, the street designs need to provide safe ways to travel for our most vulnerable users, including people walking, rolling, biking and riding transit. Unfortunately, freight transportation needs and complete and green street designs often conflict. Projects should prioritize vulnerable users, while also accommodating freight. Freight-specific projects should be funded using the Minnesota Highway Freight Program to keep Regional Solicitation funds focused on Complete and Green Streets that provide safe and healthy transportation options for all users.

Response

Comments acknowledged. We appreciate the county's commitment to using a Safe System Approach in its work and its safety planning work. As our health-focused planning work evolves, additional health-related goals for transportation may emerge. The upcoming Metropolitan Highway Harms study will also include recommendations to address health-related harms from the regional highway system. A planned effort to develop a Complete Streets Local Implementation Guide will address design concepts to accommodate all transportation modes for people and freight across a range of land use contexts. The ongoing Regional Solicitation Evaluation Study is analyzing various funding source opportunities and selection processes that will address the funding and prioritization concerns expressed. Specific comments in this area have been forwarded to the study team.

Comment

Response

Our region is dynamic and resilient

Hennepin County fully supports continued expansion of the transit system, including highway and arterial bus rapid transit and implementation of Blue Line Extension light rail. Development of a world-class transit system is critical to advance regional goals, including mobility, economic growth, equity and climate action. A robust transit network benefits all people. While we understand that these projects may carry risks, those risks must always be evaluated in light of these critical goals and the public benefits they provide.

Our regional success relies upon the planning and implementation of transit projects in a collaborative manner. This process must include ongoing coordination with local funding partners on major transitway capital projects, including the Blue Line Extension. It also must include Metro Transit’s engagement with local partners early in the development process for arterial bus rapid transit projects to fully scope and program those projects.

To ensure the success of all transit projects, including those provided by SouthWest (SW) Transit, Maple Grove Transit, Plymouth Metrolink, the University of Minnesota, and Minnesota Valley Transit Authority (MVTA), it is important to address issues such as access, safety, security, operations and maintenance during project development. First and last mile transit connections and facilities, including mobility hubs and transit-oriented development, need to be well planned and implemented for people walking, rolling, and biking. Metro Mobility, SW Prime, MY RIDE, Plymouth Metrolink Click-and-Ride, Guaranteed Ride Home, and other micro transit service investments will better help people with mobility needs to access services and connecting transit routes.

Thank you for your comments. The Met Council agrees that expanding quality transit services, creating convenient connections, and developing transit-oriented communities is vital to achieving regional goals and creating a robust and useful regional transit system that meets residents' daily needs. We will share your comments with relevant Council staff and partners.

Comment**Response**

We lead on addressing climate change

In alignment with our Climate Action Plan, Hennepin County is committed to reducing greenhouse gas emissions associated with transportation by reducing vehicle miles traveled. To achieve climate action goals, the county supports the expansion of transit and transit-oriented development, construction of new bicycle and pedestrian facilities and buildout of electric vehicle infrastructure throughout the region. Increasing mode shift should be a higher priority in the region to reduce vehicle miles traveled (VMT) per capita and associated greenhouse gas emissions, improve safety and accessibility with context-sensitive design, and improve public health outcomes.

Hennepin County supports the 2050 TPP goals and strategies to cut greenhouse gas emissions and adapt to our changing climate, reducing vulnerabilities and ensuring a more equitable and resilient regional transportation system. Greenhouse gas emissions from transportation should be mitigated by encouraging land use and development patterns conducive to mode shift, travel demand management and thoughtful design of transit. We encourage Met Council to further address mitigation strategies associated with transportation to improve quality of life as studies show these can exacerbate disease and chronic health problems.

The climate action goals of the 2050 TPP are consistent with Hennepin County's goals to reduce vehicle miles traveled (VMT) by 20% per capita by 2050. We are happy to see a strong connection between land use planning and transportation in the document. We support Met Council in leveraging transportation investments to encourage strategic development across the region.

Thank you for your support of the plan's goals and objectives related to reducing greenhouse gas emissions. Mode shift is an important part of a multipronged approach to serving various needs and parts of our large and diverse region and along with other objectives and actions as identified in the plan will be important to reducing GHG.

Comment	Response
<p>Hennepin County supports the inclusion of the following proposed transitways in the 2050 TPP.</p> <p>County-led transit planning studies</p> <ul style="list-style-type: none"> • Midtown Greenway <ul style="list-style-type: none"> ○ County staff continue to work with the City of Minneapolis, Metro Transit, and the Federal Highway Administration (FHWA) to reserve right-of-way and investigate a future transitway along the Midtown Greenway. This may include bus or rail options. <p>City-led transit planning studies</p> <ul style="list-style-type: none"> • American Boulevard <ul style="list-style-type: none"> ○ County staff support including this transitway in the 2050 TPP, consistent with the City of Bloomington. <p>MnDOT led transit planning studies</p> <ul style="list-style-type: none"> • Rethinking I-94 <ul style="list-style-type: none"> ○ County staff support including this project in the 2050 TPP consistent with MnDOT. <p>Metro Transit-led planning studies</p> <ul style="list-style-type: none"> • Metro Transit identified Network Next corridors as ABRT projects, including the following: <ul style="list-style-type: none"> ○ 63rd/Zane (Route 724) ○ Johnson/Lyndale (Route 4) ○ Lowry (Route 32) ○ Nicollet (Route 18) ○ West Broadway/Cedar (Routes 14 and 22) • West Broadway Modern Streetcar <ul style="list-style-type: none"> ○ When the Blue Line Extension project advances into construction, we support removing the West Broadway Modern Streetcar from the 2050 TPP. Should the plans for a light rail extension along West Broadway change, we would want to revisit the transit assumptions on this important transit corridor. • Highway 55 and Highway 169 Highway BRT projects 	<p>Comment acknowledged. Met Council understands Hennepin County's request to remove West Broadway Modern Streetcar only when the Blue Line Extension project advances to construction. This will be done by amendment at the appropriate time.</p>

Metro Cities

Comment	Response
<p>Metro Cities appreciates the “Evaluation and Performance” section of the draft plan that describes the performance-based approach being used to measure success. Regional policies and actions should be more clearly tied to measurable outcomes. The performance measures may be self-evident for some policies and actions, but others are not clearly defined.</p>	<p>Thank you for your comment. Each of the actions are written in a way that can be implemented. However, where and how that implementation occurs determines how performance can be measured. The Regional Solicitation Evaluation, currently underway, is one method the Met Council will use for implementation. Through this process, we will work with partners and stakeholders to develop specific scoring measures related to policies and actions. Additionally, many of the work program items identified in Imagine 2050 point to a need for further research before measurement can occur.</p>
<p>Metro Cities supports a comprehensive transportation system comprised of streets, bridges, transit, and multi-modal solutions in service of the physical, social, and economic needs of the region. The overview section of the TPP states that successful implementation of the plan relies on effective coordination across jurisdictions and sectors. Metro Cities supports this emphasis, as well as the longstanding work and partnerships among the Council, local officials and stakeholders, on transportation and transit issues.</p>	<p>The Met Council thanks Metro Cities and its members for their continued partnership delivering transportation infrastructure and services for the Twin Cities region.</p>
<p>The TPP includes requirements as well as suggestions and guidance for local plans. Metro Cities requests that the document distinguish between requirements and suggestions and how any requirements will be applied to cities across the region. The current document creates confusion between recommendations and requirements. As an example, the TPP includes several “should” statements for local plans with respect to elements for bike and pedestrian systems.</p>	<p>Thank you for your comment. The Transportation Policy Plan identifies many actions to support best practices in local planning, both for comprehensive planning and project development. The minimum comprehensive plan requirements are being developed and will be released after the adoption of the Imagine 2050 through regional System Statements provided to each community. Similar to Thrive 2040, PlanIt and other supportive materials will also be provided giving direction on the plan's policies and actions with direction specific to each community or community type.</p>

Comment	Response
<p>Policy language calls for the implementation of a Complete Streets approach in policy, planning and operations. Metro Cities supports locally developed complete streets policies and practices. The draft language implies that the Metropolitan Council is calling for a regional mandate. While the policy discusses the need for context-sensitivity, Metro Cities is concerned about the potential for regional mandates for local systems under this policy.</p>	<p>Some actions identified in the Transportation Policy Plan incorporate existing policy or statute in transportation planning; Minn. Stat. 174.75 requires the Minnesota Department of Transportation to develop a complete streets policy in consultation with local governments, and specifically does not require local governments to adopt complete streets policies. The Imagine 2050 Transportation Policy Plan does not exceed this statute to create a complete streets planning mandate. The plan provides direction that complete streets will be a factor in future regional transportation investment prioritization. Minn. Stat. 473.4465 requires the Met Council and Transportation Advisory Board to consider local government complete streets policies and practices when prioritizing projects for active transportation funding from the Regional Transportation Sales & Use Tax. The Met Council intends to provide tools for communities to better address complete streets sensitive to local land use and road function contexts through the planned Complete Streets Implementation Guide. The Met Council will continue to engage with city, county, and state partners when implementing these actions.</p>
<p>The document states that the Council will consider land use context and policies as a priority factor for regional funding, but the document is not clear on how this will apply to ongoing Regional Solicitation Evaluation work at the Metropolitan Council. Metro Cities requests clarity on this aspect of the policy.</p>	<p>Thank you for your comment. The Regional Solicitation Evaluation, currently underway, will determine how to implement the Transportation Policy Plan goals, objectives, policies, and actions through the project selection process. The Transportation Policy Plan language gives direction to that process to consider land use context as a factor.</p>
<p>The TPP refers to several other issues of regional concern, including the need for noise mitigation solutions and adequate truck parking. Metro Cities supports notation of these issues in the draft policy plan.</p>	<p>Comment acknowledged. The Met Council looks forward to working with Metro Cities and agencies across the region to continue to address transportation needs. These issues can be explored through the planned update to the Twin Cities Metropolitan Regional Freight Study as described in the Work Program section.</p>

Comment

Several areas of the document discuss vehicle miles travelled (VMT), and the evaluation of projects and plans. The TPP acknowledges the potential tensions between VMT goals, and other goals such as safety and access to destinations. The TPP also points to the role of local land use policies. The plan alludes to but does not answer how policy objectives would translate to land use requirements for cities.

Response

Thank you for your comment. The Imagine 2050 Transportation Policy Plan focuses its objectives, policies, and actions on the transportation-side of the of VMT reduction approach, while the Imagine 2050 Land Use Policy Plan includes objectives (with supporting policies and actions) to support the land use-side of the VMT reduction approach. Within the Land Use Policy Plan, objectives include "Maximize opportunities for growth in places well-served by transit, bicycle, and pedestrian infrastructure." and "Establish vibrant, inclusive, connected, and safe communities for people to live, work, and recreate in." Furthermore, the Transportation Policy Plan Work Program section includes future studies to continue to build understanding of the full suite of approaches to achieve the statutorily required VMT reduction.

The interpretation of these policies and actions into the checklist of minimum requirements will be shared with the update of the Local Planning Handbook, planned for release in 2025. Additional details and resources will be made available to local governments through that process.

Comment	Response
<p>There is discussion on expanding and developing the transit system, but a lack of information and clarity on how the Metropolitan Council will work to provide transit to areas that are paying into new funding sources but lack adequate (or any) transit service. Metro Cities requests clarity on this portion of the policy.</p>	<p>Thank you for your comment. The Met Council is committed to providing transportation resources throughout the region and recognizes that transit access is an important regional priority. The Transit Investment Plan describes how services such as Transit Link (dial-a-ride) and the expansion of Microtransit and BRT projects will assist with increasing transit access throughout the region. Additionally, the Transportation Policy Plan's Policies and Actions includes Policy 20 which outlines actions to improve service coordination between regional transit providers and ensure that all riders have their needs considered within the development of roadway and transit projects. Additionally, Policy 18 describes measures to match transit service delivery to the needs of local communities through route performance analysis, microtransit policy frameworks, and performance guidelines.</p> <p>These policies are support by the Transit Design and Performance Guidelines, but service planning is ultimately the responsibility of each transit provider. The Imagine 2050 Transportation Policy Plan establishes the goals, objectives, policies, and actions that will guide the region's investment in transit, but also recognizes that each transit agency can implement those in ways that best assess and meet their communities' needs.</p>

Minnesota Department of Transportation

Comment	Response
<p>Title – Regarding the title of this chapter, we advise that this is not really an investment plan. It does not contain a program of capital projects, does not describe specific actionable investment commitments by the Metro Council using its own funding, an investment analysis, or other elements of a traditional investment plan document. There is an investment direction within the draft, but it is focused on policy level decision making rather than programmatic elements. The investment direction does not describe how the Metro Council will implement this direction within the whole of it's operations.</p> <p>There are other elements of the draft plan overall that compete with the investment direction as written, particularly around sustainability goals for elements such as reduction of vehicle miles traveled and greenhouse gas emissions that could benefit from further clarification.</p> <p>In our opinion this chapter reflects the higher-level plan purpose of providing overall policy guidance for freight within the draft plan document. For these reasons, we recommend that the title of this chapter be revised to 'Freight Chapter'.</p>	<p>Though this investment plan differs from the highway and transit plans along several areas as noted, it does provide investment direction for planning freight needs and the title is consistent with terms used throughout the other modal sections within the Transportation Policy Plan. The section title is retained.</p>
<p>On page 4 under relationship with plan goals and objectives– We see this content as very important in aligning with the overall updated TPP goals and objectives. However, the current content formatting and framing is confusing. We recommend that the Metro Council consider combining like content on page 18, under the section Planning guidance for e-commerce, last-mile distribution and revising the overall elements that pertain to freight sustainability into one section or element of the chapter. One way to address this could be to create a new Freight Sustainability section within the chapter.</p>	<p>Comments acknowledged. Text has been added to the Planning Guidance for E-Commerce sub-section within the Freight Investment Plan to clarify the relationship of planning guidelines to Transportation Policy Plan goals and policies. Added the relevant goals and policies that are most directly addressed by the guidelines or strategies contained within; guidelines and strategies in the section have also been linked to the directly-related policy actions in the Policies and Actions section.</p>

Comment	Response
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On page 10, Under the section Related Freight Plans and Studies – We recommend that references to the 2018 Minnesota State Freight and Investment Plan be revised to read 2024 Minnesota State Freight Plan. This is the updated title of the new draft statewide freight plan that has been released for public comment. MnDOT has chosen to use a generalized title that is more plain language and uses less technical jargon.

We recommend the following content for this section to read:

In 2024 MnDOT released a new, updated State Freight Plan to align with new requirements identified by Congress in the Bipartisan Infrastructure Law (BIL). The new plan sets out a direction for freight improvements across modes over the next twenty years. Included in this update were a new Minnesota Freight Action Agenda consisting of 23 strategic actions that would be worked on with public and private sector partners on the Minnesota Freight Advisory Committee that support the statewide vision of a safe, sustainability, and equitable transportation system.

Within the new plan, MnDOT released an updated Freight Investment Plan Chapter which includes \$82.4 million in state and federal funding for freight improvements in the Metro District and the Twin Cities region.

Comments acknowledged. The description of the State Freight Plan is revised as requested.

Comment

On page 20, under the section Regional Truck Freight Corridors, we propose that the Metro Council specifically consider calling out a strategy to preserve and maintain existing truck corridors. We have noted growing conflicts around this issue. This remains a source of particular discussion in the context of Complete Streets decision making whereby there is demand to close or remove existing truck freight routes that have been designated for decades.

The movement towards NIMBYing freight land uses out into the rural periphery is increasing vehicle miles traveled and green house gas emissions by requiring repositioning and additional local and regional trips to complete deliveries for trucks. We noted a massive expansion of regional warehousing in 2020-2022 including more than 3 million gross square footage in the southern Twin Cities alone. In addition, by adding this strategy to this section it would help us better align connectivity and protect freight land use identified in the 2020 Cargo Oriented Development in the Twin Cities study completed by the Center for Neighborhood Technology in partnership with MnDOT Metro District.

On pages 26 and 27-MnDOT Errors in Critical Freight Corridors—The MnDOT Office of Freight and Commercial Vehicle Operations provided incorrect information and input to the Metro Council on the correct corridors, the mileage and how to represent them in the draft TPP document. We apologize for these errors and have worked closely with you to share corrected content for this element of the Freight Chapter. We strongly recommend that the Metro Council revise this section of the Chapter to align with the latest corrected version of corridors and a new map be created to reflect this. These changes are necessary to ensure federal approval of our use of the National Highway Freight Program funds within the Twin Cities region within the Metro Council TIP and the MnDOT STIP.

Additionally, we recommend that the Metro Council remove the word rural from elements of the table on page 27. We also recommend that the Metro Council consider not showing Critical Rural Freight Corridors in the map on page 26 as federal law does not permit Metropolitan Planning Organizations to designate Critical Rural Freight Corridors under 23 U.S. Code §167. This may be confusing to members of the public or federal authorities reading this chapter.

Response

Regional Truck Freight Corridors are not generally established truck routes and are not intended to be recommendations for establishing new truck routes. They are entirely data driven and defined by existing usage levels (reliance) by the trucking industry which, in some cases, may fluctuate over time. They do not represent an established network based on connectivity. In this context of how regional truck corridors are currently defined, adding a specific strategy to retain these corridors would not be appropriate. Actions to "preserve and maintain" highways are included in the Policies and Actions section.

The line work for the map shown in Figure 5, "National Highway Freight Network in Twin Cities Region," has been updated to align with the more recent MnDOT-corrected map versions. The purpose of this map in the Imagine 2050 Transportation Policy Plan, as well as in earlier 2040 Transportation Policy Plan updates, is to accurately portray the categorical highway segments that comprise the national network within the 7-county and adjoining counties' regional planning area. As such, Critical Rural Freight Corridors which are designated by MnDOT, in addition to the Critical Urban Freight Corridors designated by the Metro Council, have always been included in the Transportation Policy Plan Freight Investment Plan map. The Metro Council believes it is important to our transportation partner agencies in counties through which Critical Rural Freight Corridors have been designated that all of these corridors are appropriately displayed. In response to your concern, text was added in the Freight Investment Plan to clearly describe the specific roles of MnDOT and the Metro Council in establishing rural freight corridors versus urban freight corridors. The revised map denotes them together as Critical Freight Corridors.

Comment	Response
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Generally, we recommend further conversations around how to reconcile regional mobility for truck freight bottlenecks as required under federal regulations for performance reporting and the National Freight Strategic Plan. MnDOT has been producing a bi-annual Statewide Truck Freight Bottleneck Report for the purposes of responding to requirements in MAP-21 Performance Reporting for several years now. The Freight Investment Direction content generally touches on other strategies that may alleviate single occupancy vehicle traffic but there is no direct content or alignment on how to address truck freight bottleneck mobility or reliability.

Action 24A in the Policies and Actions Section is specific to the required Freight Bottlenecks Report updates. Text was added to the Freight Investment Plan describing the Statewide Freight Bottlenecks Report. In addition, an issue area for consideration of a "truck freight bottlenecks prioritization and investment strategy" was added to the planned Twin Cities Metropolitan Region Freight Study Update, described in the Work Program section.

RE: MnDOT’s Support for the 2050 Transportation Policy Plan Dear Chair Zelle:

The Minnesota Department of Transportation (MnDOT) commends the Metropolitan Council for its ongoing efforts to develop the 2050 Transportation Policy Plan (TPP). We value our contributions to the Advisory Work Group and the Technical Work Group, which include staff from across MnDOT’s divisions and the Metro District. Met Council staff have done a commendable job engaging with MnDOT staff throughout the process.

The TPP public engagement themes of equity, safety, system stewardship and climate change are consistent with what MnDOT staff hear throughout our work, highlighting the importance of transportation in the region. MnDOT believes that investing in transportation must include a multimodal approach.

MnDOT is encouraged by the alignment between the TPP goals and the 2022 Statewide Multimodal Transportation Plan (SMTP). The TPP’s emphasis on the Safe System approach, Complete Streets and electric vehicle support is essential to achieving our shared goal of a multimodal system that maximizes the health of people, the environment and our economy. From a statewide perspective, we welcome collaboration on a shared mobility strategy and clarifying the role of electric vehicle charging infrastructure within the Met Council’s funding plans.

The TPP clearly sets policies and actions to guide the region forward. We look forward to partnering to achieve a safe, equitable and sustainable transportation system.

The Met Council thanks MnDOT for its active participation in development of the Imagine 2050 Transportation Policy Plan and its continued partnership delivering transportation infrastructure and services for the Twin Cities region.

Comment	Response
<p>Here are the three minor edits I'd recommend to the Managed Lane System Study in the TPP Workplan per our discussion this morning – let me know your thoughts and if you need anything more:</p> <p>Action 26G: Update the Managed Lane System Study to establish a managed lane system vision and a prioritized list of corridors.</p> <p>Work Program Item: Managed Lane Vision and System Study, Phase 3<u>4</u></p> <p>This study will update the MnPASS (now E-ZPass) System Study Phase 2<u>3</u>, published in 2010<u>17</u>, to analyze and make recommendations for potential managed lane locations within the region. It will go further by establishing an overall long-term vision for managed lanes within the region, which will in turn direct a prioritized list of corridors.</p> <p>Managed lanes may help achieve lower greenhouse gas emissions by incentivizing the traveling public to use high-occupancy vehicles instead of single occupant vehicles. This equates to less vehicles on the road carrying the same amount of people, serving also to assist in reducing congestion during peak periods. This study will provide an updated recommendation for the conversion of general-purpose lanes to managed lanes and to develop a regionally agreed upon vision for managed lanes.</p> <p>Steve – Also let me know when you'd like to discuss the potential for Met Council funding a small portion of this study.</p>	<p>Change made.</p>

Comment	Response
<p>The electrification of transit vehicles is a must in a just-green economy. To meet the needs of people who have disabilities or limited mobility requires ensuring that transit bus upgrades have accessible entrances and wheelchair lifts. In order to repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous, and folks of color, we need to ensure that the switch to electric buses does not impact community utility rates. Collecting data or utilizing pre-existing data is great, but data should be updated to reflect increasing PM levels. Areas with high PM2.5 should have prioritization of receiving electric transit buses.</p> <p>An additional aspect we'd like to see expanded upon in Imagine 2050 is the prioritization of electrifying Imagine 2050's vehicle fleet, and beginning this electrification in the areas that need it the most or that are already facing high levels of air pollution from vehicles, buildings, etc. This means looking at reports such as the MPCA's 2022 Life and Breath Report to identify community areas with high PM2.5 within the metro and greater Minnesota and focus on getting clean, electric transit buses. There should also be an effort to either collaborate with outside agencies such as the MPCA or others to update this report to ensure communities that have been impacted over the last 3 years as included in this. The communities facing high PM2.5 have higher risk of facing respiratory health issues such as asthma, bronchitis, lung cancer and more, therefore the need for a prioritization process need to be in place within this plan to prevent these diseases from impacting marginalized communities.</p>	<p>Thank you for your comments. The Met Council will share them with relevant staff and transit agency partners. Responses to your comments are below organized by topic area.</p> <p>Fleet Electrification & Pollutant Exposure</p> <p>The Transit Investment Plan includes some discussion of adding more electric vehicles to the region's transit fleet on pages 53-54 and states that transit providers should prepare and maintain zero-emission fleet transition plans to be eligible for federal grants to support this goal. The Met Council will share your comments regarding impacts to utility rates with relevant staff and prioritizing electric fleet usage in areas with high PM2.5 exposure. Met Council staff actively work with MPCA staff which is also represented on the Transportation Advisory Board and its technical committees. Please note that exposure to pollution is one of the region's performance measures under it's "Our region is equitable and inclusive" goal. See the Evaluation and Performance section, pages 19-21.</p> <p>ADA accessibility on transit vehicles</p> <p>Accessible transit vehicles are a federal requirement for fixed-route services and accessible vehicles must be available for demand-response services like dial-a-ride. Policy 5 in the plan's Policies and Actions section states that the region will "Ensure communities and investments meet federal Americans with Disabilities Act (ADA) standards and encourage partner government agencies to go above minimum standards to fully meet the needs of people who have a disability in infrastructure, services, communication, and engagement." Action 5D specifically focuses on fleet and transportation facilities meeting or exceeding all ADA requirements.</p>

Comment	Response
<p>Transportation River Crossings</p> <p>As the metropolitan area continues to grow and expand into less developed areas the need for new river crossings will continue to be proposed. New river crossings can pose significant impacts to the natural and cultural resources of the Mississippi River. The NRRRA Comprehensive Management Plan possesses a specific policy for determining the compatibility of new crossings. NRRRA recommends identifying this policy in any framework around new vehicular, transit, pedestrian, or bike crossings within the NRRRA. This policy ensures that new bridges are evaluated based on their potential impacts on river resources, and we recommend incorporating this evaluation process into the Imagine 2050 Plan to protect the integrity of the river corridor while facilitating regional growth.</p>	<p>The Met Council agrees the Mississippi River is an important natural and cultural resource to our region. The Transportation Policy Plan does not include any new bridges over the Mississippi River. The Riverview corridor transitway project which did include a crossing over the river and would have potentially required significant modification of the existing TH5 bridge has been removed from the plan.</p>
<p>Emphasizing Alternative Transportation and Water Resource Protections</p> <p>In addition to public transportation enhancements, we encourage the 2050.Plan to expand its focus on alternative transportation networks, including pedestrian and bicycle pathways. This would align with NRRRA's mission to increase sustainable, low-impact public access to the river, minimizing environmental impacts while promoting recreational use of the corridor. The Water Policy Plan's focus on protecting water quality and reducing stormwater impacts further supports this objective, particularly in sensitive riverfront areas where development pressure could threaten water resources.</p>	<p>Thank you for your comment. The Mississippi River is included in the Met Council's Priority Waters List for multiple reasons, and we will continue to coordinate with local partners to protect and improve its water quality. Additionally, we are stressing the importance of equitable access to the waters in the region.</p> <p>The Imagine 2050 Transportation Policy Plan includes objectives specifically supporting expanded multimodal travel options, including increased connections to community, cultural resources, and opportunities to walk, roll, or bike.</p>

Neighbors for More Neighbors

Comment	Response
<p>#3: Plan for higher densities near high frequency transit (Landuse P2, A5) The regional transit system is a strong point of the Metropolitan Council's responsibilities. Building on the strengths of the transit system is important. In urban and urban-edge communities that already have the population density needed to support all-day bus service, small-scale infill housing will strengthen the performance of regular route transit service. The performance of the arterial BRT network has been strong since its introduction. Municipalities with arterial BRT service should be required to allow significantly higher housing density within a 400 yard radius of half-mile stop spacing. Because arterial BRT is running through already-developed areas, infill construction needs to make more efficient and intensive use of land than the existing housing does. Within a 400-yard radius of arterial BRT, a minimum expectation should be that 4-story residential buildings with no limitation on floor area ratio are allowed by right. It is important that cities allow additional homes per acre off of transit corridors, so that people choosing to live in multi-family buildings can choose between living on busier or quieter streets.</p>	<p>The Met Council agrees with the comment with minor clarifications. Imagine 2050 requires planning for higher density housing within a slightly greater distance than suggested – 440 yards (¼ mile) instead of 400 yards - of arterial BRT stations.</p> <p>Also, the comment suggests 4-story residential buildings be allowed by right. The Met Council does not prescribe building forms since development controls are a municipal authority, to be worked out in the local comprehensive plan and implemented through local official controls. However, development at the required densities (between 15 to 30 units per acre on arterial BRT routes) is likely to result in an urban form similar to what is suggested. Refer Table 4 of the Land Use Policy chapter.</p>
<p>As Imagine 2050 notes, higher densities are appropriate around light rail stations. However, in its current form, Imagine 2050 allows for fewer homes near LRT in suburban communities vs. urban communities – and there is no clear rationale for why this should be. Given the region's significant and ongoing investment in light rail and the ability of rail to scale with demand and density, it is appropriate for station areas to be given uniform guidance throughout the region.</p>	<p>The requirements noted in the comment are a result of several influences. Density requirements overall are lower for suburban areas; this aligns with lower infrastructure capacity in these areas. Each area of the region is on its own development and redevelopment trajectory. The densities required in Imagine 2050 press each local government to do its part in utilizing transit investments. The requirements for jurisdictions within the Metropolitan Service Area (MUSA) in Imagine 2050 are minimum expectations; local governments are free to exceed these if the market bears it.</p>

Comment	Response
<p>We ask that Met Council sets clearer guidance for cities on the building forms required to meet these targets:</p> <ul style="list-style-type: none"> ● Mixed use: Imagine 2050 should give clearer guidance on the requirements for municipalities to allow mixed commercial and residential uses around high frequency transit. Within a half-mile radius of light rail, low-impact commercial uses should be broadly allowed. ● Performance metrics and progress: Imagine 2050 sets reasonably ambitious goals for cities throughout the region. In past cycles, some municipalities have not updated zoning to match the density goals of their comprehensive plan. In order to meet the goals of these policies, it is important to monitor cities for their performance in implementing guidance on land-use and housing. At a minimum, there should be transparent public reporting on whether cities have allocated sufficient land to meet zoning density requirements. The Council could facilitate municipal compliance by supporting cities in adopting a baseline of zoning regulations that would meet density goals, particularly around transit stations. Examples of possible ways to reach the desired density goals would allow municipal control, while balancing the broader regional goals. 	<p>The Met Council provides technical assistance and support for the local comprehensive planning process in many ways whether that is guidelines, tools and resources, grants for eligible communities, or direct planning support through the Sector Rep program. This is inclusive of establishing requirements for planning around transit station areas.</p> <p>The local comprehensive plans include land use plans that demonstrate how they will meet average minimum residential densities for their forecasted growth based on their community designation and around high frequency transit stations, if they have any. Municipalities are legally required to update their local zoning ordinances to comply with the Comprehensive Plan within 9 months of Comprehensive Plan adoption. Implementation of zoning ordinance updates is a municipal responsibility, and local Comprehensive Plans are the definitive legal base for land use decisions, whether or not zoning is consistent.</p>
<p>Walkability is a key factor for thriving communities. And we need the population density to support local businesses, so that people can choose to walk, bike, or take transit to their destinations. The EPA showed that about 20 du/acre is needed to support corner stores and local businesses. Allowing more homes in commercial areas and near business nodes is a vital step towards lowering Vehicle Miles Traveled (VMT) and creating livable vibrant neighborhoods.</p>	<p>The Met Council agrees with the need for walkability, and the mix of activities in an urban form that supports walking and other non-car travel. Mixed-use development in walkable areas is encouraged in Imagine 2050 in land use and transportation policies and actions. In particular, land use policy objectives 2 and 3 support walkability, although it is supported throughout.</p>

Our Streets

Comment	Response
<p>We encourage the TPP to help implement bike counting methods comparable to those used for car counts. The Met Council could require cities to include such methods in their comprehensive plans, ensuring more accurate data for all transportation modes. This would also help communicate the benefits of these infrastructure investments for local businesses and others in the community.</p>	<p>The Met Council has identified this need in Policy 1, Action 1C of this Transportation Policy Plan and will continue to explore ways to make data collection more regular and available for all modes of transportation. MnDOT has led work to institutionalize counts for pedestrians and bicyclists in the state, including loaning portable counting equipment and providing training for local partners to collect this data in accordance with national and state guidance. MnDOT has also recently worked with the University of Minnesota on research to estimate pedestrian and bicyclist travel on roads in the region (More information about that work is available here: https://www.cts.umn.edu/news-pubs/news/2024/november/big-data). The Met Council will continue to explore new datasets and sources to better understand transportation system use and needs for every mode, including pedestrians and bicyclists.</p>
<p>The freight section does not adequately incorporate the equity goals of the transportation policy plan. This omission overlooks the significant environmental justice impacts that the freight industry has on frontline residents.</p> <p>MnDOT and the Metropolitan Council's policy goals and actions do not include specific measures to evaluate the negative health and environmental impacts related to the freight industry, in particular freight traffic moving through low-income and BIPOC communities. Existing data from the EPA allows us to evaluate these variables, including diesel exhaust and other emissions from freight transportation and socioeconomic factors that leave communities vulnerable to their impacts. Improving these indicators is not reflected in the performance measures of the plan or called out in the chapter's introduction.</p> <p>We urge the Met Council to better integrate equity considerations and environmental justice impacts into the freight planning section, ensuring alignment with the overall goals of the TPP and Imagine 2050.</p>	<p>The Metropolitan Highway System includes the region's freeways and expressways which are the subject of the forthcoming Freeway Harms Study. These facilities, which are vital to accommodating the region's freight and goods transported by trucks, will be evaluated with respect to the historic harms created by their original construction that have and continue to impact BIPOC and other disadvantaged communities. More about this upcoming study can be found in the Work Program section.</p> <p>In the Evaluation and Performance Measures section, the discussion under "Exposure to Pollution" uses the US Department of Transportation's Environmental Burden Index to describe how census tracts with higher percentages of people in poverty, or of people of color, often face higher environmental burdens. The Environmental Burden Index includes a number of measures including factors related to freight such as diesel particulate matter. Future evaluation analyses by the Met Council relative to equity and environmental justice will inform regional policies for updates to the Imagine 2050 Transportation Policy Plan.</p>

Comment	Response
<p>Dear Chair Zelle, Members of the Metropolitan Council, and staff,</p> <p>On behalf of Our Streets Minnesota, we are writing to share the following comments and requested actions regarding the draft 2050 Transportation Policy Plan. Our comments outline both areas of support and serious concerns, documented by section. We support the plan's goals of creating a region that is equitable and inclusive, healthy and safe, dynamic and resilient, addresses climate change, and protects and restores natural systems. Transportation has a massive impact on the health, wealth and vitality of our communities and shared planet. We appreciate that this plan recognizes that redressing past harms requires a new approach with new values and evaluation metrics. However this plan must go further to accelerating a shift away from car-dependency and toward a sustainable, convenient and equitable transportation system.</p>	<p>Comment acknowledged. Responses are provided to detailed policy and investment plan comments.</p>
<p>We appreciate the TPP's thoughtful and thorough documentation of how urban highways have harmed marginalized communities and our shared environment.</p>	<p>Comment acknowledged.</p>
<p>The TPP takes important steps to account for induced demand, and rightfully prioritizes investments in transit and TDM over highway expansion.</p>	<p>Comment acknowledged.</p>
<p>Population growth does not have to result in VMT growth. As outlined in this article https://usa.streetsblog.org/2019/02/08/minneapolis-and-seattle-have-achieved-the-holy-grail-for-sustainable-transportation, total vehicle miles traveled declined 2 percent in Minneapolis between 2007 and 2016. During that time the city gained roughly 30,000 residents. Investing in public transit, reducing lane miles, and promoting dense, walkable land use patterns is a proven strategy for reducing VMT while accommodating a growing population and economy.</p>	<p>The region has an objective that "By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels." Seven actions are listed under a policy of "Prioritize projects that reduce vehicle miles traveled through sustainable transportation options" and other work to support vehicle miles traveled reduction is included in this plan within the Transit Investment Plan, Bicycle Investment Plan, Pedestrian Investment Plan and Travel Demand Management Plan. Land use strategies to reduce vehicle miles traveled are included in the regional development guide.</p>

Comment	Response
<p>The highway investment plan does not discuss opportunities to remove, reduce or convert urban highways into multimodal boulevards and new land uses, as has been done in cities across the US and world https://usa.streetsblog.org/2019/02/08/minneapolis-and-seattle-have-achieved-the-holy-grail-for-sustainable-transportation. The TPP should be amended to reference these projects and identify opportunities to advance similar projects in the Twin Cities region.</p>	<p>The Transportation Policy Plan Work Program includes an "Excess Highway Capacity Study" to review state highways for where there is anticipated to be excess motor vehicle capacity both today and in the future. See page 40 at https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2024/08-08-2024/2024-37_UPWPdoc.aspx. The work plan does include a project "Greenhouse Gas Emissions Reduction Strategy Development;" however, the Met Council does not see removing and reducing highways as a significant contributor to climate mitigation.</p>
<p>Minnesota already has a grossly overbuilt road network, the fourth largest by mileage https://ipsr.ku.edu/ksdata/ksah/trans/15trans3x.pdf in the United States. Roads and bridges are breaking down because Minnesota, like many other states https://t4america.org/2022/11/18/fix-the-damn-roads/, has opted to spend billions on expanding roadways instead of fixing existing infrastructure. More car and truck infrastructure would spell disaster for the climate, public health and racial equity.</p>	<p>This Highway Investment Plan continues to invest the majority of state highway funds into preserving and managing the existing system as opposed to expanding it. The broader plan also works toward improving the relative advantage of modes that can often better serve climate, public health and racial equity including transit, biking and walking.</p>
<p>We are deeply concerned that the Twin Cities Highway Mobility Needs Analysis https://metro council.org/Transportation/System/Highways/Congestion/Mobility-Needs-Analysis.aspx is referenced in the plan. The report advocates spending billions on metro-area highway expansion over the next two decades, and makes false claims that such projects would benefit the environment and public health.</p>	<p>This report uses performance-based planning to better understand the potential outcomes from various highway mobility spending levels. This analysis informed the latest 20-year Minnesota Highway Investment Plan where spending trade-offs between investment categories could be illustrated. Given these trade-offs, this plan only modestly invests in highway mobility and generally works toward the relative advantage of transit, biking and walking. It is difficult to anticipate what future projects would accomplish, but many recent examples of highway improvement projects include transit advantages, and improved biking and walking facilities.</p>
<p>This section begins by stating that "each day 85% of all trips in our region are taken with a personal vehicle." The fact that so many in our region drive is a direct result of a transportation system that prioritized convenience for cars above all else. Now cars are a requirement to access daily needs. This statistic highlights how car dependency in the Twin Cities is an urgent issue that must be addressed.</p>	<p>This plan agrees that the status of our transportation system where "85% of all trips in our region are taken with a personal vehicle" reflects a long history of investment in highway and less so in transit, biking and walking. This plan works to change that relative advantage by emphasizing travel options that do not depend on personal vehicles.</p>

Comment

Response

While the report does take important steps to account for induced demand, this section still attempts to defend the validity of highway expansion by claiming that managed lanes reduce this impact. However, that rationale does not hold up. It is problematic that the highway investment plan does not consider the impact of highway expansion and managed lanes on incentivizing exurban development, thereby causing destinations to grow further and further apart and increasing VMT per capita. This 2019 study <https://conservancy.umn.edu/items/c351dd5e-6f54-4879-a00d-de46c14699be> by the UMN Center for Transportation Studies documents this phenomenon, and shows that managed lanes do little to dampen the impact of induced demand.

This plan serves a variety of goals and parts of our region. New updates to this plan have repeatedly put less emphasis on highway expansion. The Managed Lane Vision and System Study in the work plan will put additional emphasis on opportunities to develop managed lanes through conversion of existing highway lanes. Managed lanes prioritize transit and high-occupancy vehicles so can lead to less vehicle miles traveled than if those lanes had been general purpose. The Met Council recognizes the land use impacts of adding highway capacity. The plan makes highway capacity investments a small and targeted part of this plan and emphasize land use, transit, biking and walking to reduce vehicle miles traveled.

The plan should more explicitly center equity in its policy goals and actions. Specific focus should be given to investing in communities that have been historically disinvested in and those with higher rates of pedestrian crashes, injuries, and fatalities to reduce this inequity.

Thank you for your comment. One of five overall goals for the plan is that our region is equitable and inclusive. Related actions support using investments to improve equity, including 2A and the actions for Policy 7 for the equity goal. The goal for healthy and safe communities includes policies and actions that support investments where there are documented concentrations or risk factors for fatalities and serious injuries from traffic crashes and disadvantaged communities (such as actions 10A and 13A).

The section on connectivity across communities should expand its discussion to include major infrastructure barriers such as highways and railways, similar to the bike-pedestrian analysis. While continuity across communities is important, it's crucial to acknowledge that many disadvantaged communities bear the burden of harmful transportation infrastructure like highways. These should be added to the "reducing barriers" prioritization factor and create opportunities for communities to remove these infrastructure barriers.

Thank you for your comment. Highways have been added to the barrier removal section.

Comment	Response
<p>The pedestrian chapter lacks a clear articulation of the link between street facility design and speeding, which is a major risk factor for pedestrian fatalities in higher-speed crashes. This should be addressed and articulated to cities as they conduct the local comprehensive planning process.</p>	<p>Thank you for your comment. A reference has been added to the Safer Roads and Safer Speeds elements of the Safe System approach discussion on page 13. In the Policies and Actions section, action 23C specifically focuses on implementing speed management and traffic calming measures on appropriate roads. This area will also be under consideration as more guidance is developed for local comprehensive plans.</p>
<p>We urge the Met Council to conduct a comprehensive pedestrian public space and public life study to better understand usage patterns and needs. This should be identified as a strategy in the plan to complement the turn towards urban design language in 2050 planning documents.</p>	<p>Thank you for your comment. Pedestrian system planning is generally a local responsibility where the region can provide technical assistance. Some of our planned work to provide tools for local partners will help address pedestrian usage patterns needs, in addition to drawing from research done nationally. Our Complete Streets Local Implementation Guide will provide guidance on project elements adapted to different land use contexts. The Community Assessment and Project Public Engagement Guide will provide guidance on engaging with communities about their transportation needs.</p>
<p>Policies that we support:</p> <p>Policy 4, “Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.”</p> <p>Policy 6, “Implement strategies against gentrification and displacement caused by transportation investments.”</p> <p>Policy 7F: “Develop an analysis methodology and environmental justice framework to evaluate how projects benefit or harm different communities and demographics”</p> <p>Policy 9: “Plan for and invest in transportation facilities that are context-sensitive and are high quality and comfortable for all users.”</p> <p>Policy 10: “Work to eliminate fatalities and serious injuries from traffic crashes and incidents on the transportation system by 2050 using the Safe System approach.”</p>	<p>Thank you for your comment.</p>

Comment	Response
<p>Policy 11: “Emphasize and prioritize the safety of people outside of vehicles in the transportation right-of-way.”</p> <p>Policy 12: “Provide safe, secure, and welcoming transit facilities for all users.”</p> <p>Policy 15: “Plan and implement a complete bicycle system including local networks that connect to the Regional Bicycle Transportation Network alignments to provide connections between regional destinations and local bicycle networks.”</p> <p>Policy 19: “Plan for, invest in, and implement a network of transitways to expand access to reliable, frequent, high-capacity transit services.”</p> <p>Policy 23: “Implement a Complete Streets approach in policy, planning, operations, and maintenance of roads.”</p> <p>Policy 25: “Provide transportation options and transit advantages on roadway corridors with delay and travel time reliability issues.”</p> <p>Policy 29: “Ensure the availability, visibility, and accessibility of electric vehicle charging infrastructure.”</p> <p>Policy 30: “Evaluate and mitigate the greenhouse gas (GHG) impacts of transportation plans and projects”</p> <p>Policy 32: “Prioritize projects which reduce total impervious surface coverage or minimize right-of-way needs.”</p> <p>Policy 33: “Use existing transportation rights-of-way and transportation project development to protect and restore natural systems.”</p>	

Policy 1: “Maintain a robust and current set of data, maps, plans, processes, and applications to support regional transportation planning.” While we support the goals of this policy, the outlined actions do not include a specific action step to update the regional travel demand model and other traffic models to better account for short and long term behavior change and impacts on land use. Lack of proper consideration of these factors will prevent accurate and data informed project planning.

Thank you for your comment. The Met Council regularly reviews and updates the travel model to reflect national best practices. In 2025, the Met Council will complete a study titled, "Evaluation of Forecast Accuracy and Robustness" to develop recommendations to improve current forecasting practice.

Comment	Response
<p>Policy 8: “Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.” This policy is critically important, considering the well-documented and wide-ranging impacts that Twin Cities highway projects have had and continue to have on communities of color. However it is concerning that this policy includes only one action step, which is to “Complete and implement the Metropolitan Highway Harms Study”. As the TPP is a performance based plan, more specific metrics are necessary to ensure that this plan results in meaningful action to undo the harm of urban highways. We ask that the following actions be added:</p> <ul style="list-style-type: none"> • “Update evaluation criteria for major highway projects to consider cumulative impacts and better prioritize impacts on surrounding communities” • “Increase air quality monitoring in communities adjacent to major highways” • “Study opportunities to convert segments of the urban highway network into boulevards to reconnect communities and repurpose highway right-of-way” • “Reform the approval process of major highway projects to better consider the concerns and goals of impacted neighborhoods and their elected representatives” 	<p>Thank you for your comment. The Freeway Harms Study will kickoff in 2024 and will make recommendations on the specific metrics to be considered and provide tools and resources for agencies to use when developing highway projects.</p>

Comment	Response
<p>Policy 13: “Use transportation investments and priorities to reduce negative health impacts influenced by the transportation system.” While our organization fully supports the inclusion of this policy, additional action steps are needed to ensure its effectiveness. We ask that the following action steps be added:</p> <ul style="list-style-type: none"> • Fund tools and programs to study localized pollution levels, especially along highways. Regional compliance is not adequate. There is emerging evidence that there is no safe level of air pollution https://www.ncbi.nlm.nih.gov/pmc/articles/PMC9851491/, and national pollutant standards are inadequate at protecting the region from the severe harm of air pollution. • Study opportunities to reduce highway lanes and convert urban highways into multimodal boulevards to reduce traffic pollution and increase greenspace. • Monitor research on the public health impacts of tire and brake wear. • Study and implement congestion pricing as a tool to reduce traffic pollution and improve regional air quality. 	<p>Thank you for your comment. The Freeway Harms Study will kickoff in 2024 and will make recommendations on the specific metrics to be considered and provide tools and resources for agencies to use when developing highway projects. A broader action has been added to provide direction for additional study or monitoring of different health-related topics. Both air pollution and the health impacts of tire and brake wear are referenced in the health discussion in the Overview section.</p>
<p>Policy 14: “Incorporate culturally appropriate placekeeping and placemaking into transportation projects, infrastructure, and right-of-way.” Our organization fully supports this policy, however we also request that an action be added to “study barriers and identify solutions for locating retail and small businesses within or adjacent to transit stations”, which is an important strategy for placemaking and increasing car-free access to daily needs.</p>	<p>Thank you for your comment. The Met Council has shared your comment with our regional transit partners and will work with them to explore a regional approach to this issue.</p>

Comment	Response
<p>Policy 16: “Identify, prioritize, and improve locations where network gaps or physical barriers (like rivers, freeways, and rail corridors) may impede non-motorized travel.” We fully support this policy, however the weak wording and vaguely defined action steps make it likely that little meaningfully change will result from its inclusion. We request that action step 16B be updated to read: “Determine and prioritize the needs of bicycles and pedestrians on freeway construction and reconstruction projects. Construct new bicycle and pedestrian bridges, underpasses where gaps exist, and study additional solutions to reconnecting communities including freeway removal, lids and boulevard conversions.”</p>	<p>Thank you for your comment. Action 16B has been updated to reflect this comment.</p>
<p>Policy 26: “Focus highway mobility investments on corridors with high levels of existing delay and travel time reliability issues.” We vehemently oppose the inclusion of this policy and underlying action steps, as they are based in the false premise that expanding highways, commonly referred to as “highway mobility investments”, reduces congestion. Abundant evidence https://nacto.org/docs/usdg/induced_traffic_and_induced_demand_lee.pdf has shown that building bigger highways only makes congestion worse. While the TPP does take steps to account for induced demand, action steps that justify highway expansion should be removed.</p>	<p>Thank you for your comment. Imagine 2050 and the Transportation Policy Plan are regional plans that must reflect needs across a variety of community types, including those that are still developing. The actions included in the Transportation Policy Plan focus mobility investments to the most significant needs required for a growing region, while emphasizing improved access and quality of multimodal transportation options. The Transportation Policy Plan does not include any principal arterial general purpose lane expansions beyond those projects currently under construction. Furthermore, a variety of work program efforts will provide technical assistance resources to improve highway planning processes and new ways to think about highway planning (Freeway Harms Study, Integrating Travel Demand Management into Highway Planning, Travel Demand Management Implementation Framework Development, Complete Streets Local Implementation Guide, Congestion Management and Traffic Management Technology Prioritization Study).</p>

Comment

Policy 31: “Prioritize projects that reduce vehicle miles traveled through sustainable transportation options.” Our Streets fully supports the inclusion of this policy, however it is concerning that no action step specifically mentions lane reduction or highway conversion projects as a solution to reducing vehicle miles traveled (VMT). Such projects are necessary to incentivize mode shift and achieve the steep VMT reduction necessary to prevent climate breakdown <https://rmi.org/our-driving-habits-must-be-part-of-the-climate-conversation/>. We request that the following action step be added to account for this gap: “Study the impacts of lane reduction and highway conversion on mode shift and vehicle miles traveled to inform future decision making.”

We appreciate the plan’s intentionality around reallocating funding to increase revenue for long-neglected and underfunded public transit systems and bicycle and pedestrian infrastructure, while decreasing funding for highway expansion. However it is concerning that highway “mobility” projects will continue to receive \$85 million annually through 2033 in the metro area. These costly, inefficient projects will increase emissions, pollute communities, divide neighborhoods, with limited benefits on travel times. We urge the revision of the plan to reallocate all funding for “mobility” projects to maintenance projects and increased investment in multimodal options. Furthermore, Our Streets encourages the Met Council to support legislative clarification of eligible uses of the state highway trust fund to increase flexibility for more sustainable and efficient modes of transportation.

Response

Thank you for your comment. The 2025 Unified Planning Work Program includes two studies that will help inform work on VMT reductions and GHG reduction strategies. These include the Excess Highway Capacity Study and the Greenhouse Gas Reduction Strategy Development. <https://metrocouncil.org/Transportation/Publications-And-Resources/Planning/TRANSPORTATION-UNIFIED-PLANNING-WORK-PROGRAM/2025-Transportation-Unified-Work-Program.aspx>

Much of the region's highway system is aging and in need of substantial improvement. This plan emphasizes that as these improvement projects move through an engagement and design process, improvements for non-motorized modes, safety and community livability should be included in all projects. In addition, the Highway investment direction identifies a hierarchy to improvements to consider when highway corridors meet performance measurement thresholds for excessive delay that should also be addressed. The highway investment priorities are: 1. travel demand management investments 2. traffic management and technology investments; spot lower cost high benefit geometric improvements; EZ Pass improvements and as a final consideration, general purpose lane additions. This plan does include two regionally significant investments in EZ Pass lane additions on I494 in Bloomington and I35W in northeast Minneapolis but does not currently include any general purpose lane additions.

Comment	Response
<p>Transit Investments along Rethinking I-94</p> <p>As the Metropolitan Council will likely lead the next steps of transitway development concurrent with or after the Tier 1 Environmental Impact Statement is complete for the Rethinking I-94 project, the Met Council should pursue fast, frequent, and reliable transit service in line with the recently passed Minneapolis City Council resolution https://lms.minneapolismn.gov/File/2024-01027 and the desires of transit-dependent residents living along the corridor. This should include a comprehensive study of new regional rail, bus rapid transit (BRT), modern streetcar, and other modes of transit on the corridor to connect downtown Minneapolis and downtown Saint Paul.</p>	<p>Thank you for your comment. The Met Council is committed to providing reliable and coordinated transportation resources throughout the metro region. The Transportation Policy Plan's Policies and Actions includes Policy 19 which states the region will "Plan for, invest in, and implement a network of transitways to expand access to reliable, frequent, high-capacity transit services." The region is also demonstrating its commitment to high-capacity, frequent, fast, and reliable services on the I-94 corridor by adding in the Gold Line Extension work to the transitways investments section of the Transit Investment Plan. Furthermore, the Met Council also intends to update the regional transit vision and consider if and how new corridors, modes, s, or other major transitway system investments might serve the region's needs and goals. To document that intent, the previous sentence has been added to page 40 in the transitway systems planning section of the Transit Investment Plan.</p> <p>The Met Council appreciate your input and will share your comments with our regional transit partners.</p>
<p>Transit investments along MN 55</p> <p>The planned BRT study along Olson Memorial Highway will evaluating transit options for connecting Medina and communities in the West Metro with North Minneapolis and downtown. The Metropolitan Council should pursue 24/7 bus lanes as MnDOT evaluates alternatives for the future of Olson Memorial Highway. 24/7 bus lanes are widely supported by surrounding neighborhoods and scored highly in MnDOT's community engagement process.</p>	<p>Thank you for your comment. Your comment will be shared with project staff working on the various studies on Highway 55 from MnDOT and Metro Transit.</p>

Comment

Highway BRT Corridors

The TPP should ensure that Highway BRT projects are not used to “greenwash” highway expansion projects as planned highway improvements to add additional managed or unmanaged lanes. This will result in additional roadway capacity, increasing VMT and GHG emissions and worsening environmental racism. Highway BRT has major downsides that limit its cost-effectiveness and its ability to support car-free lifestyles. Highway BRT lines limit the accessibility of the station areas because they are located in the least desirable place to walk imaginable: the center of a freeway. The land immediately adjacent to the stations that would be best suited for housing and businesses is occupied by lanes of roaring traffic. Highway BRT lines often include massive park-and-ride facilities near suburban stations (which studies have found to encourage car use <https://www.bloomberg.com/news/articles/2013-03-20/how-park-and-ride-encourages-car-use>). New suburban transit lines should be routed along arterial streets that serve urban neighborhoods. Station area zoning should support dense housing and walkable businesses instead of park-and-rides. The transit system should be oriented to support fast and convenient access to the entire urban core instead of over-prioritizing the 9-5 downtown commute.

Response

Thank you for your comments. Your comments will be shared with relevant transit provider and project partners. The Met Council agrees that transitways, including Highway BRT, should serve areas with adequate activity and population density to support the level of service provided. The Met Council made updates to the Transit Design and Performance Guidelines section in this Transportation Policy Plan to reflect many of the design considerations in your comments. Furthermore, the region maintains land use activity and density requirements around transitway stations that are in the Land Use Plan portion of the region's Imagine 2050 Regional Development Guide.

The Met Council also agrees that transit routes with all day service spans that provide for multiple trip purposes have been more successful than strictly commute-oriented services as transit ridership has rebounded since onset of COVID-19. The phrase "all day" has been added to Policy 19 in the Policies and Actions section which now reads "Plan for, invest in, and implement a network of transitways to expand access to reliable, frequent, high-capacity, all day transit services."

Please see individual transit providers plans for how they will integrate these approaches into their service planning, such as Metro Transit's Network Now plan.

Community Engagement

The plan specifically calls out that transitway planning requires robust public engagement involving affected communities, yet ongoing challenges with the Blue Line Extension, the collapse of the Riverview Corridor, and the challenges with the Metro Purple Line highlight that there needs to be significantly more robust community engagement to co-create these projects. This must focus on quality, not just quantity of engagement, and reduce as many barriers for marginalized residents to take part in the process. This must also be paired with broader implementation reforms to deliver on these projects for residents, avoiding costly project cancellations that fail to live up to promises to residents.

Thank you for your comments. The Met Council's transitway advancement policy was incorporated into this Transportation Policy Plan, which will strengthen the Met Council's role in developing transitways with our local partners. Your comments will be shared with relevant transit staff and project partners.

Comment	Response
<p>Fare Free Transit options should continue to be studied</p> <p>As Metro Transit’s funding increases following the metro sales tax increase between 2025-2050, Metro Transit should study zero fare transit beyond the two initially designated routes and explore future potentials to reduce or eliminate fares.</p>	<p>Thank you for your comments. Your comments will be shared with relevant transit staff and Met Council members. As indicated in your comment, Metro Transit is conducting a pilot project of operating two routes fare free (32 and 62) which will be concluded at the end of this year. Results from this pilot will be shared with regional policy-makers. The Met Council also recently changed fares to eliminate the rush-hour charge for local buses and METRO lines beginning Jan. 1. That means adult fares will be \$2 all day every day; senior, youth, Medicare, and mobility fares will be \$1 at all times.</p>

Ramsey County

Comment	Response
<p>Ramsey County would like to see enhanced analysis/forecasting for the role that telecommuting has played and may play in the future regarding the overall performance of the transportation system.</p>	<p>Thank you for your comment. The Met Council plans to continue analyzing telecommuting trends and their effects on regional travel through ongoing biennial surveys of household travel behavior. The Met Council is also currently working on updating its travel model to better reflect how telecommuting rates will influence regional travel patterns.</p>
<p>Ramsey county would like to see a stronger connection made between land uses and transportation.</p>	<p>In earlier stages of Imagine 2050 plan development, the Met Council decided to focus discussion of the connections between transportation and land use in the Land Use Policy Plan. Much of the land use discussion in the 2040 Transportation Policy Plan related to the Met Council's comprehensive planning authorities. This content was shifted to the Land Use Policy Plan as it is more accessible and familiar to its frequent users working in local land use planning and policy. The Imagine 2050 Transportation Policy Plan identifies a work program task to develop a Complete Streets Implementation Guide. The Met Council's intent is to provide tools for communities to better address Complete Streets, sensitive to land-use context and road function. The full scope of this guide will be developed through future engagement with city, county, and state partners. References to this work program task have been clarified in the Overview, Policies & Actions, and Work Program sections of this plan; an existing reference in the Pedestrian Investment Plan more clearly described this connection and did not require change. Additional support materials may be developed as the Met Council prepares local planning assistance materials for the 2050 comprehensive plan updates.</p>
<p>Counties are not the right place to assume as lead in incentives and in implementing trip reduction ordinances.</p>	<p>Thank you for your comment. Many of the travel demand management actions are multi-part to maximize the benefit of doing the action in partnership with other implementing agencies. Each individual agency will need to determine if, when, and how to incorporate it into their planning and project development processes. Given that counties are substantial investors in the regional transportation infrastructure, travel demand management must be a consideration for their projects, even if it requires partnerships, in order to ensure that infrastructure is right-sized for the region's needs and constraints.</p>

Comment	Response
Ramsey County encourages the Metropolitan Council to continue and expand its efforts in improving safety and security on the transit system.	Thank you for sharing your comment. The Met Council is committed to its goal of keeping our communities healthy and safe. Safety is a significant priority on the transportation system and around transit facilities. We will share your comments with relevant staff at our transit partners.

Scott County

Comment	Response
<p>We are reviewing the 2050 TPP and found one item that is more on the technical side to be updated on the map below – the Figure 6 map on page 22 of the Aviation System Plan chapter does not show the helipad at St. Francis Hospital in Shakopee. We verified with Monte Johnson of Allina that there is still an operational helipad at St. Francis. Please let me know if I should reach out to another staff member to pass this on so that the map and any other data sources can be updated.</p>	<p>Figure 6 in the Aviation System Plan has been corrected to include the helipad at St. Francis Hospital in Shakopee.</p>
<p>Please add Scott County destinations to the RBTN map; some of the most prominent entertainment destinations in the metro area are in Scott County, and they are not included in the RBTN. How are major sports and entertainment destinations defined?</p>	<p>There is no formal definition for "Sports and Entertainment venues" in the RBTN; however, as there are several venues in Scott County that are very similar in size and activity levels to existing Regional Destinations, we will add Valley Fair, Canterbury Park, and Mystic Lake Casino as Regional Destinations on the RBTN map.</p>
<p>Electric bicycle safety is glossed over. The differentiation in speeds between e-bikes and other nonmotorized use on multi-use paths will only lead to increased conflicts and crashes. It appears the region has no desire to investigate e-bike safety.</p>	<p>Comment acknowledged. E-bike safety (as well as e-scooter safety) is a growing concern for users of all surface transportation modes. It will be an important conversation to have among regional transportation partners and other state/local agencies with implications relating to design standards, regulation, and enforcement. The Met Council's role will be to convene meetings and facilitate discussions among agencies more closely tied to these planning and policy areas, which can begin at regular meetings of the Bicycle Pedestrian Planning Work Group in 2025. Similar text has been added in the Bicycle Investment Plan to highlight this issue and need for regional discussion.</p>
<p>Right of way is a big component of the assets most cities and counties own. There is considerable cost to acquire or maintain. Right of way is barely mentioned in the plan. As projects usually need right of way (temporary/ permanent), these costs can be a large percentage of the overall project cost. More demands are being placed on these limited rights of way to accommodate not only the road but bikes, peds, stormwater, and now green space which can make the right of way needs even greater. Maintenance costs of all these demands will also continue to increase costs to local budgets, but maintenance costs of these required demands are ignored in this plan.</p>	<p>The Highway Investment Plan recognizes the high costs of right-of-way acquisition and the limits of existing rights-of-way to accommodate growing transportation needs. This issue relates to planning and implementing complete streets through Policy 23 in the Policies and Actions Section. Prioritizing transportation needs and project requirements within limited rights-of-way can be addressed in the planned Complete Streets Local Implementation Guide described in the Work Program section.</p>

Comment

Response

We fully support the RBTN update process provided in the draft; however, more consideration should be given to reevaluating the overall network system and the criteria used to determine if this is the right level of achievable regional investment. A question that needs to be addressed is whether areas with no bicycle accommodation are more important than reconstructing aging existing facilities. Due to the criteria of the regional solicitation, a lot of funding has gone into the reconstruction of existing bicycle improvements in the urbanized areas to enhance existing bike conditions versus providing bicycle accommodation where none exist.

The ongoing Regional Solicitation Evaluation is in the process of reviewing and evaluating the project selection process for federal and regional funds within the framework of advancing Imagine 2050 Transportation Policy Plan goals, objections, and policies. Comments will be forwarded to that project team for further discussion and consideration.

Scott County appreciates the Environmental Justice Analysis discussion.

- This is a helpful set of data and maps that shows that people in poverty, people of color, and people with disabilities live throughout the suburban and suburban edge communities and are not just concentrated in the core of the metro.
- We have looked at this and other data over the past decade as part of our Scott County Association for Leadership and Efficiency (SCALE) initiatives and have tried to find ways through our transit and highway initiative to improve accessibility and opportunity.
- We recognize that the Justice 40 Initiative is a critical initiative of the Biden Administration. We hope that as it continues to be used for decision making, the goal should be to improve the well-being of disadvantaged groups across the region, not just efforts focused on the core of the region.
- For example, the regional discussion of waste plays into it. Our community near landfills is one of the areas that are identified in this analysis. Should that be part of the discussion about how trucking and externalities from waste processing impact these communities? Is there a better regional approach?

Thank you for your comments. We will carry your example of harmful landfill locations forward in future planning work. The federal Justice40 initiative is defined by the federal government, and the Climate and Economic Justice Screening Tool has been the primary geographic identifier used for this initiative. The Met Council will continue to work to understand how Justice40 requirements apply to the region and its federally-funded programs.

There needs to be more emphasis on balancing the needs of freight access and safety when planning regional multi-modal projects. Rail, transit ways, and local complete street projects should also be appropriately designed to address freight movement that must navigate through key distribution areas.

Policy 24 and Actions 24C, D, and E in the Policies and Actions section support these concepts. In addition, the Met Council will be developing a Complete Streets Local Implementation Guide described in the Work Program section. This work will provide the opportunity to rethink how complete streets policies and practices could be improved to address all transportation modal needs safely and efficiently.

Comment	Response
<p>There needs to be more emphasis in the TPP on the importance of ports and rail freight movement in and out of the metropolitan area for the reduction of greenhouse gases in the region. Consider more funding options for freight connections and improvements within the last mile that do not exist today.</p>	<p>Last-mile freight connections is a funding category in MnDOT's Minnesota Highway Freight Program solicitations. Action 30D in the Policies and Actions section addresses greenhouse gas emission reduction from transportation sources. Development of a Greenhouse Gas Emission Reduction Strategy is a planned study described in the Work Program section. Also, an issue area to analyze the "impacts of freight transportation on greenhouse gas emissions, potential minimizing actions, and other sustainability-related strategies" was added to the planned Twin Cities Metropolitan Region Freight Study Update, described in the Work Program section.</p> <p>Future funding options for freight and all surface transportation modes are being analyzed through the ongoing Regional Solicitation Evaluation Study.</p>
<p>The Ports of Savage is listed as a publicly held port on page 27, but it is a private port and not eligible for the Mn DOT port assistance program. Mn DOT has supported and acknowledged the importance of the ports by its recent selection of TH 13 as a Corridors of Commerce project. The plan should focus more on the importance of the Minnesota and Mississippi River ports and what investments should be made to support their greater utilization and resiliency.</p>	<p>Text has been added to the Freight Plan to note the private nature of the Ports of Savage, the funding implications relative to state and federal funding, and to emphasize the economic importance of river ports to the region and state. Future funding options for freight and all surface transportation modes are being analyzed through the ongoing Regional Solicitation Evaluation Study.</p> <p>The Minnesota Statewide and Waterways Plan, led by MnDOT and described in this Transportation Policy Plan, is the primary plan for reporting the more comprehensive details of economic statistics and trends, as well as proposing strategic investments to support greater utilization and resiliency of the Mississippi River System ports. This plan is currently being updated.</p>
<p>Scott County appreciates the opportunity to be a part of the Transportation Policy Plan development through our participation on the various committees at the Transportation Advisory Board.</p>	<p>The Met Council thanks Scott County for its active participation in development of the Imagine 2050 Transportation Policy Plan and its continued partnership delivering transportation infrastructure and services for the Twin Cities region.</p>

Comment

Economic development and growth of the region has little mention. The vision for the region appears to ignore growth and future needs in the suburban and rural areas by focusing regional investments on existing urbanization.

Response

The Met Council took a new approach with the Imagine 2050 planning cycle by writing the Regional Development Guide and system plans simultaneously, including the Transportation Policy Plan. This integrated process created a set of cross-cutting goals that describe a vision of outcomes shared across regional systems. This structure led to much of the stage-setting description of regional goals traditionally included in the Transportation Policy Plan to instead be included in the Imagine 2050 context documents.

The Regional Vision, Values, and Goals chapter of the Imagine 2050 Regional Development Guide includes sections describing regional goals, including “Our region is dynamic and resilient: Our region meets the opportunities and challenges faced by our communities and economy including issues of choice, access, and affordability.” This section includes detailed description of the importance of growth to our regional economy. The chapter also describes how regional systems like transportation contribute to economic prosperity through promotion of other goal areas. For example, transportation is a vital part of our regional economic health because it provides residents access to social relationships, jobs, education, and healthcare. The chapter also acknowledges the importance of transportation resilience to our economy in light of increasing impacts of climate change. The Transportation Policy Plan further describes the importance of regional economic competitiveness, including the importance of highway and freight reliability and multimodal access to attract people and businesses to our region. This is supported by four objectives specific to travel reliability and resilience, covering the whole region, and many supporting policies and actions. In addition, the plan recognizes that there are competing priorities for investment that were more highly supported by the region's urban core stakeholders that are often at odds with suburban and exurban highway expansion, like reducing greenhouse gas emissions. This does not mean that suburban growth cannot be supported by the plan, but it requires a more thoughtful and strategic approach.

Comment	Response
<p>The 2050 TPP is significantly more lengthy than previous versions. Delivering the message in a less repetitive format and shorter will be better received and followed.</p>	<p>The Imagine 2050 Transportation Policy Plan is written to serve multiple purposes, including federal and state laws, and to speak to multiple audiences of differing levels of familiarity with the plan's concepts. This contributes to the plan's length. The Met Council will explore a user's guide after adoption to direct audiences to the right sections of the plan based on their needs.</p>
<p>There needs to be a consistent tone between all the chapters due to multiple authors. Please employ professional editors to revise for tone consistency and remove divisive language from the chapters of a regional policy document.</p>	<p>The Met Council's Communications staff will review all Imagine 2050 plan documents for consistent tone and language following revisions responding to public comments.</p>
<p>Transportation and land use are tied hand in hand. There is no acknowledgment, study, or reference on how to plan a transportation system with the different land uses that exist in the region.</p>	<p>In earlier stages of Imagine 2050 plan development, the Met Council decided to focus discussion of the connections between transportation and land use in the Land Use Policy Plan. Much of the land use discussion in the 2040 Transportation Policy Plan related to the Met Council's comprehensive planning authorities. This content was shifted to the Land Use Policy Plan as it is more accessible and familiar to its frequent users working in local land use planning and policy.</p> <p>Land Use Policy Objective 2 acknowledges the close relationship between land use and transportation. Policy emphasizes the individual experience at the neighborhood, community, and regional scale while focusing on opportunities for growth in places well-served by transit, bicycle, and pedestrian infrastructure.</p> <p>The Imagine 2050 Transportation Policy Plan identifies a work program task to develop a Complete Streets Implementation Guide. The Met Council's intent is to provide tools for communities to better address Complete Streets, sensitive to land-use context and road function. The full scope of this guide will be developed through future engagement with city, county, and state partners. References to this work program task have been clarified in the Overview, Policies & Actions, and Work Program sections of this plan; an existing reference in the Pedestrian Investment Plan more clearly described this connection and did not require change. Additional support materials may be developed as the Met Council prepares local planning assistance materials for the 2050 comprehensive plan updates.</p>

Comment

Rural land uses encompass over 58% of the land area in the region. Rural areas serve an important role in the economy and preservation of natural resources. However, there is an overarching focus on the highly urbanized areas of Minneapolis and St. Paul with minimal reference, policy, or guidance on planning for rural and suburban areas in the regional planning area. Investments need to be made to the regional transportation system to sustain the agricultural economy in the rural areas of the metropolitan area. The region must still plan for growth and accommodate future transportation needs in growing suburban and rural communities.

Response

Thank you for your comment. The Metropolitan Council acknowledges the responsibility, shared with implementing partners like Carver County, to address a wide range of current and future transportation needs across modal systems. The Imagine 2050 Transportation Policy Plan does acknowledge and provide planning guidance for transportation investment in rural areas.

- Dynamic & Resilient Policy 26 identifies a focused regional approach to addressing delay and reliability on the regional highway system, investments which are important particularly to serve transportation needs of suburban and rural residents. The policy also includes actions that are important for serving the regional economy and population growth, including identifying intersection mobility, freight mobility, congestion management, and managed lane investment needs.
- Dynamic & Resilient Action 23D (23E in public comment draft) identifies a future Complete Streets Local Implementation Guide work program task which would develop implementation guidance sensitive to land use and functional classification contexts, inclusive of suburban and rural areas where modal needs differ from urban areas.
- Healthy & Safe Action 13A and Dynamic & Resilient Action 15D address investment priorities and network connectivity needs for active transportation in suburban and rural communities.
- Climate Change Actions 29A and 29F identify unique challenges certain areas, like rural areas, have for electric vehicle charging access and need for further study and investment prioritization.

Comment

The Highway system is an important backbone of the regional transportation system. It is important for all modes of transportation and, in Scott County, is the primary mover of transit, bikes, pedestrians, and freight.

- Unfortunately, the tone of the Plan leaves the reader feeling negative about the highway system, and there is limited policy support for investment in highways (except preservation) beyond the urban core.
- The Twin Cities is the 16th largest metropolitan statistical area in the United States by population and has the 14th largest metropolitan economy in the nation. Its development patterns since the 1920s have been largely influenced by the highway system. We ask that there be some revisions of the narrative to put the highway system in a more positive light by looking at both sides of the equation.
- It would be helpful to add clarity on the need to add and to reconstruct obsolete interchanges; expand strategically some portions of the minor and principal arterial system; support planned development in the regional framework; improve safety and mobility on corridors; and meet regional and statewide needs.

Scott County supports the continued planning and implementation of managed lanes on Highway 169, I-494, I-394, and I-35W, including the study of the Bloomington Ferry Bridge to address current congestion issues.

We appreciate the discussion of planning for new river crossings to improve resiliency; however, there should be more emphasis on how it affects the entire regional system. Examination of the river crossing barriers should indicate how much traffic is funneled to these crossing points throughout the region without alternatives.

Response

This plan recognizes the historical value of highways and also the harms they have caused communities. This plan recognizes the value of highways to moving freight and the opportunities for highway improvements to serve transit, biking and walking.

The work plan includes a number of projects to address some of these concerns including the Existing Freeway Interchange Improvement and Modernization Study to prioritize investments at existing interchanges, Congestion Management and Safety Plan to prioritize safety and spot mobility investments on state highways, and Managed Lane Vision and System Study to evaluate mobility needs on freeways.

Thank you for your comment. These corridors are important parts of the existing, planned and vision for managed lanes in our region.

Two work program items seek to address this issue. The Resilience Improvement Plan (Action 271) will identify regional infrastructure most at risk from climate events like flooding and the Incident Management and Redundancy System Plan (Action 28D) will analyze the regional roadway network to identify where system redundancy is needed or where a missing connection would improve the overall system (interchanges, over / underpasses, river crossings, frontage roads, grid connections, or other similar elements).

Comment

Response

Our region has lower principal arterial mileage than other comparable regions. Due to the lack of planning at the regional level for the preservation of future principal arterials, counties have had to take up the charge to plan for and preserve routes for future principal arterials. We appreciate the acknowledgment of the work by the counties, but there needs to be more emphasis on the region included in the plan. Include a discussion on how the region will assist the counties in preserving these critical corridors for the future regional system. Please add these future corridors to maps within the plan.

We appreciate the planning work of Scott County and several of the other counties in planning future principal arterial routes. These county efforts and specific planned principal arterial corridors are documented in the Highway Investment Plan. Local agencies may want to add planned future principal arterial corridors to their comprehensive plans and mark them as "planned."

There needs to be more emphasis on the overall regional highway system and vehicle trips made on the system compared to other modes of transportation. The benefits to the system are not brought forward. Instead, there is more emphasis and policy on bike and pedestrian benefits, which are a small percentage of the regional system.

Our region has a robust and generally mature regional highway system. Generally, investment in highway preservation is the priority with targeted investments in safety and mobility. There is an emphasis in the Plan to increase options for non-motorized modes for the equity, affordability, climate, general sustainability and other benefits of these options.

Scott County has regional needs that do not seem supported, but we feel these issues need to be addressed by 2050 or sooner: Scott County has identified a critical gap in its minor arterial system on CSAH 8 in the western portion of the County. This project is one of our priorities. Since the Regional Solicitation was revamped in 2014, there has been no opportunity to compete for regional funds to assist in funding important missing links in the regional system. Our modeling scenarios show that putting this missing link in the system takes significant pressure off the principal arterial system in northern Scott and Dakota counties (TH 13 and TH 169). As you embark on reevaluating the system, we ask that you consider these kinds of needs, not just those of the urban core of the region.

The ongoing Regional Solicitation Evaluation will consider a variety of needs, including regional balance. Action 28D specifically includes the regional analysis of where adding connections can improve the overall highway system.

Scott County has regional needs that do not seem supported, but we feel these issues need to be addressed by 2050 or sooner: It is critical that as you move forward with the Regional Solicitation that all parts of the region are eligible for funding. A move toward eliminating technical criteria such as safety, mobility, and function are very problematic and lead to conflicts and a less efficient system.

Thank you for your comment. The Regional Solicitation Evaluation, currently underway, will determine how to implement the Transportation Policy Plan through the funding prioritization process. Met Council staff fully expect that technical criteria and measures will continue to be used to rank and select projects.

Comment

Scott County has regional needs that do not seem supported, but we feel these issues need to be addressed by 2050 or sooner: The I-35 and CSAH 50 (Dakota County) and I-35 and CSAH 2 (Scott County) interchanges are first-generation interchanges that need to be prioritized and programmed for replacement. It is particularly challenging to keep these interchanges safe and operationally acceptable due to the fact there are no shoulders on the bridges, no room for turn lanes, and no pedestrian facilities. Both projects need to be advanced and included in the Plan.

Response

Thank you for your comment. Unlike the 2040 Transportation Policy Plan, the Imagine 2050 Transportation Policy Plan only identifies projects when funding is reasonably expected for the specific project (i.e., there is no longer an Increased Revenue Scenario). As these two interchanges do not have firmly identified funding sources, they will not be included in the plan at this time. However, the Existing Freeway Interchange Improvement and Modernization Study is listed in the Work Program. This study will assess the two existing interchanges mentioned (and other existing interchanges across the region) based on many of the factors you have identified. This work program item will start after 2025.

Comment

We are excited to see that you have highlighted the TH 41 /TH 169 project that Scott County led with our Transportation Sales Tax funding.

- This project was a regional project involving two trunk highways. This is an example of a regionally significant project that was not in regional plans because of the fiscal constraint issue.
- It was a need identified for decades, and the only option to improve that intersection was to grade separate the vehicles on TH 169 from the traffic on TH 41.
- Funding was received through the Regional Solicitation, but it accounted for only about 15 percent of the total project cost. The other funding came from other highly competitive funding sources and local transportation sales tax funds.
- It was a transformative project that built two grade separations over TH 169, three miles of frontage road (one that disconnected direct access to TH 169 and provided safer access to a manufactured home park), eliminated over twelve access points on TH 169, installed noise walls to improve the quality of life for a community of persistent poverty, and saved countless lives since its completion in 2021.
- Furthermore, it has supported economic development and housing growth in the planned area of west Shakopee which had been challenging due to incompleteness of the highway system.
- Scott County, through planning with the MnDOT and the Metropolitan Council, completed frontage road connections and access removal prior to this project. This was accomplished due to the TH 169 Interregional Corridor Study – saving money on the project and highlighting the value of a defined function and corridor vision for the highway.

Response

Thank you for your support of this section of the Transportation Policy Plan and for the development of projects in support of the regional highway system. Fiscal constraint is a federal requirement of this plan and as projects are funded, the Met Council is able to add them to this plan.

Comment

We believe the narrative needs to acknowledge that until the recent new influx of funding, MnDOT-especially the Metro District-has been underfunded and did not have the capacity to fund safety projects like conversions of intersections to grade separated interchanges. With the new funding and the change in the MnDOT target formula, we expect this will improve MnDOT's ability to fund more of our region's needs. We are willing to be a partner and believe regional leadership needs to identify these needs in the regional transportation plan, such as the 1-35 and CSAH 2 interchange reconstruction, as priorities and take the lead on these projects.

Scott County has regional needs that do not seem supported, but we feel these issues need to be addressed by 2050 or sooner: The Trunk Highway 41 crossing as well as several other minor arterial crossings can close for extended periods up to six weeks due to seasonal flooding. This happened again in 2024, and the pain it resulted in for businesses and residents is still fresh in their minds. This should be a regional issue that MnDOT and the Metropolitan Council take on to solve. We would like to see a study added to your work program to address this regional issue.

Pedestrian activities occur throughout the region; however, it is a localized activity and is starting to get into local decisions vs regional. The amount of pedestrian activity in a given location is based on land use. The chapter focuses on highly urbanized areas only and instead should be discussing pedestrian needs of different land uses and how they differ.

Response

The highway investment plan recognizes that even with the influx of additional state and federal funds, revenues still fall short of needs on the system. Maximizing the efficiency and the safety of the highway system requires all partners to invest in the most advantageous areas. Action 3C is a study to prioritize investments on existing interchanges based on infrastructure condition, presence/absence of multimodal elements, mobility, equity, safety, and other factors.

The work plan includes Twin Cities Transportation Resilience Improvement Plan and Twin Cities Incident Management and Redundancy System Plan to address these concerns. Added text to Highway Investment Plan section on "New and upgraded river crossings to improve resiliency" to recognize importance to quality of life and movement of goods.

Thank you for your comment. The Metropolitan Council acknowledges the responsibility, shared with implementing partners like Scott County, to address the range of current and future transportation needs across modal systems and community contexts. An additional reference was also added in the Pedestrian Investment Plan for the Federal Highway Administration's Proven Safety Countermeasures in Rural Communities. The Imagine 2050 Transportation Policy Plan does acknowledge and provide planning guidance for transportation investment in rural areas.

- Healthy & Safe Action 13A and Dynamic & Resilient Action 15D address investment priorities and network connectivity needs for walking in suburban and rural communities.
- Dynamic & Resilient Action 23D (23E in public comment draft) identifies a future Complete Streets Local Implementation Guide work program task which would develop implementation guidance sensitive to land use and functional classification contexts, inclusive of suburban and rural areas where modal needs differ from urban areas.

Comment	Response
<p>The Regional Pedestrian Safety Action Plan includes data from 2016-2019, but fatality and other serious injury data from 2020-2022 are referenced in the same paragraph, making the statistics confusing and possibly misleading.</p>	<p>Thank you for your comment. The data from later years has been deleted from that paragraph to avoid confusion, and a simpler summary statement was added to the end of the section.</p>
<p>The importance of investment in pedestrian/bicycle facilities in rural areas is not addressed. Over the 2016-2019 period, 47.8% of pedestrian crashes in rural areas resulted in a fatality or serious injuries. This issue is overshadowed as the plan's focus is on strategies for urban areas and equal focus on policy and investment should be made in both rural and urban areas.</p>	<p>Thank you for your comment. The Metropolitan Council acknowledges the responsibility, shared with implementing partners like Scott County, to address the range of current and future transportation needs across modal systems and community contexts. An additional reference was also added in the Pedestrian Investment Plan for the Federal Highway Administration's Proven Safety Countermeasures in Rural Communities. The Imagine 2050 Transportation Policy Plan does acknowledge and provide planning guidance for transportation investment in rural areas.</p> <ul style="list-style-type: none"> • Healthy & Safe Action 13A and Dynamic & Resilient Action 15D address investment priorities and network connectivity needs for walking in suburban and rural communities. • Dynamic & Resilient Action 23D (23E in public comment draft) identifies a future Complete Streets Local Implementation Guide work program task which would develop implementation guidance sensitive to land use and functional classification contexts, inclusive of suburban and rural areas where modal needs differ from urban areas.

Comment

We have been through the Interchange Access Request Process several times since its inception in 2009 and see little value as it is currently utilized. If it continues as part of the process, we think it would benefit from the addition of a county transportation planner or engineer representative on the review committee. We think this will add perspective about system thinking and balance to the evaluation process. We also believe this process could be streamlined by accepting and utilizing environmental review documents (EAW, EIS) typically prepared for interchange projects as the basis for approval, rather than requiring separate forms and documentation. As an example, TH 212 was completed after the corridor was built.

Response

Thank you for your comment. Interchange locations are reviewed and approved through the Preliminary Interchange Approval Process and the Metro Freeway Project Approval process. The Preliminary Interchange Approval Process occurs during early project development activities, once a need has been identified. The Metro Freeway Project Approval process is set forth in state statute (473.166) which uses the final environmental document to ensure consistency with regional plans.

While there have been minor modifications since 2009, the Met Council is committed to continuously reviewing planning practices and processes. Action 1G directs the Met Council and MnDOT to maintain, review, and update as needed, the Preliminary Interchange Approval Process, the Metro Freeway Project Approval, and Congestion Management processes for the regional highway system to ensure proposed interchange and freeway investments are consistent with regional policy.

The Met Council commit to beginning a review of the Preliminary Interchange Approval Process with regional stakeholders starting in 2025.

Comment

Transit makes up one-third of all the regional transportation revenues and expenditures. Transit for the Suburban Edge, Rural Centers, and Rural Community is limited primarily to local suburban services, some express service, and demand response service.

- These services all come with various rules and result in a very fragmented set of services limited by arbitrary boundaries. The Plan has limited or no detail on how the region intends to improve Transit Link service and coordinate with other on-demand services areas that may emerge. With the influx of these new transit funds in the Plan, we encourage your consideration of some of this new funding to be allocated to improve service hours and days of coverage. This would be an example of where the aging population analysis could be significant but there is no discussion on that trend for the region.
- The Transit Plan identifies \$3.688 Billion of transit funds as unprogrammed. The Plan should provide more details on the selection process for funding regional projects. Projects like the Highway 169 BRT and Highway 42 Arterial BRT are mentioned, but it is not clear what the path would be to secure a place for a project to be included in the fiscally constrained plan.

Response

Thank you for your comments. The Met Council will share your feedback with relevant staff and agency partners. Your comments are addressed below in the order presented.

The Met Council agrees that coordination of transit services is vital for meeting residents' transportation needs. Policy 20 in the Policies and Actions section states that the region will "Coordinate transit service delivery and operations to create a high-quality rider experience." with action 20D speaking directly to on-demand and dial-a-ride services. The Transit Investment Plan now incorporates microtransit and the work plan includes a regional microtransit policy project to create agreement among regional transit providers on how those services will be coordinated across the region.

The Met Council's transitway advancement policy was incorporated into this Transportation Policy Plan in the Transit Investment Plan on pages 42-43. This policy outlines the process by which projects like the Highway 169 BRT and Highway 42 BRT projects may be adopted into the region's fiscally constrained plan.

Comment

The fragmentation of the region with multiple transit providers in the metro region does not serve citizens well. While the suburban transit system has helped with innovation and finding better ways to serve the suburban communities, it has also created planning barriers. The region needs to provide leadership develop a comprehensive system across all boundaries. The Highway 169 corridor is an example of this challenge.

We appreciate the recent efforts with the Metropolitan Council to support Smart Link service expansion and assist with funding. Smart Link provides a vital baseline service for residents in both counties who do not have access to cars or cannot drive due to physical limitations. Continued efforts to increase service levels are very important to keep our aging population within their homes and communities for as long as they can be supported.

Response

Thank you for your comments. The Met Council is committed to providing reliable and coordinated transportation resources throughout the metro region. The Met Council's transitway advancement policy was incorporated into this Transportation Policy Plan, which will strengthen the Met Council's role in developing transitways with our local partners and ability to provide coordination across local political boundaries. The Met Council also intends to update the regional transit vision and consider if and how new corridors, modes, or other major transitway system investments might serve the region's needs and goals. To document that intent, the previous sentence has been added to page 40 in the transitway systems planning section of the Transit Investment Plan.

Within the plan's Policies and Actions, Policy 20 and its actions outline steps to improve the coordination and connection of transit fares, services, and guidelines among providers. Additionally, Policy 18 describes measures to match transit service delivery to the needs of local communities through route performance analysis, microtransit policy frameworks, and performance guidelines.

We appreciate your input and will share your comments with our regional transit partners.

The Met Council thanks Scott County for their partnership and work in providing Smart Link services to assist individuals with understanding and navigating the transportation resources that support living, working, and traveling within the community.

Comment	Response
<p>The plan only addresses future service needs and approaches for Metro Transit. Other service providers should be addressed in a regional plan.</p>	<p>The Met Council works closely with regional partners to coordinate and administer transportation services with communities throughout the region. The Transit Investment Plan covers investments for all transit providers in the region except the University of Minnesota. Examples include general/programmatic investment categories such as fleet and facilities as well as individually cited projects such as Minnesota Valley Transit Authority's County Road 42 BRT project. The Imagine 2050 Transportation Policy Plan includes actions to work closely with partners to evaluate transit performance measures, conduct engagement with stakeholders on transportation projects, and collaborate on regional studies to inform policy development and investment planning.</p>
<p>We need to continue to break down programmatic requirements to meet the service needs of our rural residents, especially with the new state funding, which has fewer constraints than federal funding for rural transit.</p>	<p>Thank you for sharing your comment. The Met Council recognizes that access to transportation services is important across the region including in rural communities. In the Transportation Policy Plan's Policies and Actions, Policy 20 outlines measures to improve service between regional providers and coordinate roadway and transit projects to consider the needs of all transit users. The Financial Summary section of the Transit Investment Plan lays out at a high level how new funding from the regional sales and use tax will be used. The Met Council agrees that this funding presents an opportunity for the region and is currently working with partner agencies to evaluate how best to proceed.</p> <p>We greatly value your input and will share your input with relevant staff and our regional transit partners.</p>

Three Rivers Park District

Comment	Response
<p>Section 7 - Action 5: Trail system coordination</p> <p>Three Rivers requests that the Council recognize the Regional Trails System as an arterial component of the Active Transportation Network, in both the Parks and Trail Policy Plan and Transportation Chapters of Imagine 2050.</p> <p>Regional trails serve an important role in the Active Transportation (AT) Network as evidenced by the recent federal Surface Transportation Improvement Program (STIP) solicitation conducted by the Metropolitan Council. The majority of the Multiuse Trails and Bicycle Facilities Category projects considered were for regional trail system projects, and they all scored very well, often with composite scores above roads and transit projects. This is by design – modern regional trail planning strives to maximize trail use through connections to home, work, play, and services. Regional trails are recognized by the interested public as being safe – they are road-separated and offer grade-separated crossings of busy roads. In addition, the regional trail system serves as the “training wheels” of the biking public – the vast majority of whom are not comfortable biking on busy streets. The success of the Active Transportation Network rests on building the base of users, and that is done through recognizing and promoting development and use of the regional trail system.</p> <p>The Regional Bicycle Transportation Network (RBTN) and the regional Active Transportation Network are two separate concepts. The Imagine 2050 plan should focus on the Active Transportation Network and all of its components. Much has changed since the RBTN was conceptualized 8 or so years ago. It is time to bring all of the transportation implementors together to figure out where we want to go with the Active Transportation Network, and to develop a logical implementation plan for development and operations. As envisioned in the Parks and Trails Policy Plan, the regional trail system will provide over 1,300 miles in the AT network. Regional Park Agencies need to be at that table.</p>	<p>The Regional Bicycle Transportation Network (RBTN) is the established regional network vision for integrating off-road trails and on-road bicycle facilities to serve the region’s daily bicycle travel needs between established Regional Destinations and provides the primary routes that connect between local bicycle networks. Many regional trails play a critical role within this network.</p> <p>The Met Council is committed to continued participation by its regional parks and transportation planning staff in regular coordination meetings with regional park and trail implementors. Staff will also facilitate meetings, as needed, between regional park and transportation planning agencies to discuss and coordinate on regional transportation and regional trails planning and funding-related issues. Clarifying text has been added in the Bicycle Investment Plan to highlight this commitment. In addition, Action 15D has been added to further consider improved RBTN connections to rural communities beyond changes currently considered through the established RBTN update process.</p>

Washington County

Comment	Response
<p>Safety and security on our transportation systems is important to Washington County. The county encourages policy in the 2050 TPP continue to prioritize successful safety improvements and initiatives and emphasize safety for all users on the network.</p>	<p>Thank you for your comment. Safety and Security was identified as a top priority during our early engagement work on the Transportation Policy Plan. The Plan's goals, objectives, policies, and actions support this as a priority for the region.</p>
<p>Regional solicitation dollars should help meet regional goals, like the ones described by the 2050 TPP. Throughout the engagement process, Washington County urges the TPP to be explicit about the role of Regional Solicitation and the advancement and markers of progress toward regionally agreed upon goals and objectives.</p>	<p>Thank you for your comment. The Regional Solicitation Evaluation, currently underway, will determine how to implement the Transportation Policy Plan through the funding prioritization process.</p>
<p>The characteristics and needs of every county in the Twin Cities metropolitan region are unique, but there's one commonality shared- a growing gap between funding, and the increase of expected services provided by county government. The suburban and rural counties face growing inequities and rising costs of maintenance, but often face them with less funding tools at our disposal than urban counties with a larger concentration of population.</p> <p>As a border county, measuring impacts from visitors or those passing through Washington County on our county roads, infrastructure, and services cannot be accurately reflected by population formulas alone. Washington County urges the Metropolitan Council to consider and adjust funding formulas to promote better equity of distribution across counties.</p> <p>Transportation in Washington County should do more than move people outside of its borders, there is a desire to see a transportation system which reflects the opportunities within Washington County.</p>	<p>Thank you for your comment. The Regional Transportation Finance section documents that counties received significant funding increases due to the 2023 state legislation which provided metro counties with a significant portion of the new state Transportation Advancement Account and also 17% of the new regional sales tax.</p> <p>The only direct sources of transportation funding controlled by the Met Council are for the Regional Solicitation and transit funding. Neither of these sources are allocated upon a population basis. The Regional Solicitation is required to use a competitive process for allocating the federal funds and cannot be based upon funding formulas. The Regional Solicitation Evaluation, currently underway, will determine how to implement the Transportation Policy Plan through the funding prioritization process.</p>

Comment

As the post-COVID investments in transit infrastructure continue to adjust to new travel patterns, the county reemphasizes the need for transit taxing districts to see the effects of their contribution. Currently, several county communities pay in, yet do not receive any service. Washington County looks forward to continuing collaboration to the provision of micro transit services, and new ways to serve people outside of the traditional hub-and-spoke commuter system model.

Response

Thank you for your comment. The Met Council appreciates Washington County's support for the advancement of transportation services outside the traditional fixed-route model. The Met Council is committed to providing transportation resources throughout the region and recognizes that suburban transit access is an important regional priority. The Transit Investment Plan describes how services such as Transit Link (dial-a-ride) and the expansion of Microtransit and BRT projects will assist with increasing transit access in these areas. Additionally, the Transportation Policy Plan's Policies and Actions includes Policy 20 which outlines actions to improve service coordination between regional transit providers and ensure that all riders have their needs considered within the development of roadway and transit projects. The Met Council appreciates your input and will share your comments with our regional transit partners.



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