

# PUBLIC COMMENT REPORT

2026-2029 Transportation Improvement Program



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

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

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## Background

The Metropolitan Council sought public comments on the region's draft 2026-2029 Transportation Improvement Program (TIP) between May 22, 2025, and June 17, 2025. The Met Council hosted a public meeting on July 7, 2025. The Met Council proactively promoted availability of the comment draft and public meeting, advertising them through social media and other means.

The TIP lists and describes all proposed federally funded transportation projects within the metropolitan planning area, including highway, transit, bike, and pedestrian improvements. The program is developed yearly and spans a four-year period. During this time, the draft program was available on the Met Council's website and through printed copies as requested.

The following report includes a spreadsheet of comments received, and responses from Met Council staff and any recommended changes.

### People engaged

- Total comments – 8
- Web page – 759 unique visitors
- Facebook posts – 1,657 people reached, 30 engagements
- LinkedIn – 1,404 people reached, 2 reposts
- Instagram – 261 people reached
- GovDelivery email – 3,439 unique opens, 314 unique clicks (significant increase from previous years)

### Methods used

- Star Tribune ad
- Web page notice
- GovDelivery email announcement
- Facebook
- LinkedIn
- Instagram
- BlueSky (no analytics available)

### Comments received through

- Form submission

## Engagement Themes

Eight people provided comments during the public comment period. Some comments covered more than one topic. The following themes were raised by the comments:

- Roadway safety
  - 1 commenter requested specific changes to performance measures
  - 1 commenter stated opposition to various safety countermeasures
  - 1 commenter supports Highway Safety Improvement Program investments
- Roadway capacity
  - 4 commenters stated opposition to or skepticism about capacity projects, either specific projects or in general
- Funding distribution
  - 3 commenters disagree with low funding for transit and active transportation relative to highway funding
  - 1 additional commenter supports higher funding for transit and active transportation
  - 1 commenter opposes funding pedestrian and bicycle projects with fuel taxes
- Land use
  - 1 commenter stated concern about roadway infrastructure encouraging sprawling development

## Comments and Responses

Commenter	Comment	Response
William Titus	<p>Table 3 shows the adopted targets for 2025 and baseline data, which advance a long-term goal of zero deaths and serious injuries.</p> <p>The table does not effectively advance a long-term goal of zero deaths as there is no reference for when zero deaths should be achieved. In order to actually advance a long-term zero death goal, there should be a time in the future for when our region is striving to achieve 0 deaths. Instead, it only shows a short-term goal to reduce deaths, and only of traffic fatalities as a collective without an explicit target for pedestrian/cyclist fatalities. Additionally, there's no reflection to see if we met previous targets (and if we apply the 2025 target we exceeded it by almost double)</p> <p>Suggested additions:</p> <ul style="list-style-type: none"> <li>• a chart indicating a per year fatality target showing as many years until 0 deaths is the target (which I believe is 2050)</li> <li>• A reflection on the previous years target and if its not met what additional measures will be implemented to catch up</li> </ul>	<p>The Transportation Improvement Program includes required reporting on the five federally-required Highway Safety Improvement Program (HSIP) performance targets, which are the number of all fatal and serious injuries, their respective rates by regional vehicle miles travelled, and a combined measure of non-motorized fatal and serious injuries.</p> <p>The Met Council's method for setting roadway safety performance targets is directed 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.</p> <p>The safety targets were not met in any measure between 2021 and the present. Per your suggestion, Table 3 in the 2026-2029 TIP will be updated to add the 2023 targets for context. The Met Council provides more detailed reporting on these performance measures in its Transportation System Performance Evaluation. This report's section on roadway safety can be found here: <a href="https://metropolitan-council.github.io/tspe-quarto/02-02_reduce_fatalities_injuries.html#sec-traffic-fatalities-and-injuries">https://metropolitan-council.github.io/tspe-quarto/02-02_reduce_fatalities_injuries.html#sec-traffic-fatalities-and-injuries</a>.</p> <p>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 Met Council does not provide a chart showing future targets, because these are short-term targets that are required by law to be adopted annually and are subject to change. 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.</p>

Commenter	Comment	Response
<b>Schurkey Swanke</b>	<p>1. RAISE ALL THE SPEED LIMITS to AT LEAST the 85th Percentile of Free-Flowing Traffic.</p> <p>2. END ALL "TRAFFIC CALMING". Remove all existing "Traffic Calming" devices and structures. We the People have paid for the roads...we're entitled to use them. The Government does not own the roads--WE DO.</p> <p>3. END THE "WAR ON CARS".</p> <p>4. STOP FUNDING PEDESTRIAN AND BICYCLE PROJECTS WITH MOTOR VEHICLE FUEL TAX MONEY.. Motor vehicle owners/operators are the ONLY group that pays EXTRA to support their infrastructure. Time for Bicycle Dirtbags to pony-up some money for bike paths, or ride SINGLE FILE ON THE EXTREME RIGHT SIDE OF THE ROAD instead of aggravating REAL traffic.</p> <p>5. STOP DESTROYING THE UTILITY OF STREETS AND HIGHWAYS by encouraging pedestrians and bicycles to abuse the roadways. REMOVE ALL BIKE LANES. REMOVE ALL PEDESTRIAN "BUMP OUTS" that destroyed turn lanes. Pedestrians and bicyclists should not be human traffic cones because some scumbag politician or appointed asshole wants to unreasonably slow REAL traffic based on the whining and sniveling of the Eco Nutjobs.</p> <p>6. RAISE ALL THE SPEED LIMITS. The 85th Percentile of Free-Flowing Traffic should be the lowest the speed limit is set at. If there is no free-flowing traffic, make plans to improve/widen the roadway, and raise the speed limit by 25% rounded-up to the nearest 5 mph.</p>	Comment acknowledged.
<b>Arianna Bower</b>	I am a lifelong resident of the City of Minneapolis, and an avid biker and sustainability advocate. Using only 4% of the TIP for non-motorized transportation support is laughable. Public transit systems need to be increased across the metro area, especially within and between cities. It needs to be viable to take buses or trains across and within the entire metro area, accessibility and sustainability are key. Thank you for allocating additional funds towards the FHWA Highway Safety Improvement Program. Cars are a #1 killer, and much more work needs to be done to address the safety of motorists and non-motorists alike.	Thank you for your comment. The Council shares your concern about safety and options for people traveling both inside and outside vehicles. For the safety of travelers outside of vehicles, a new regional sales tax directs approximately \$21 million annually to the Transportation Advisory Board (TAB) for active transportation projects that will be programmed in the near future. For safety for people inside of vehicles, the TIP includes federal Highway Safety Improvement Program (HSIP) funding for over 70 safety-specific projects regionwide. In addition, other projects funded from other various sources include facilities for walking and biking. Last year the Council completed a Regional Safety Action Plan to help local partners plan for and build safer transportation within the region. Safety is a top priority for the Transportation Advisory Board and policymakers continue to emphasize safety throughout all processes within its purview.

Commenter	Comment	Response
<b>Soren Stevenson</b>	<p>This plan is disappointing in how much it prioritizes expanding freeways. No freeways should be expanded as MN is already overbuilt throughout the entirety of the state with freeways. The expansion of 252 and I94 is particularly egregious and should be cancelled immediately. It will not improve traffic, safety, or meet the stated greenhouse gas emission goals. It is also extremely expensive. At a time when we are cancelling much better projects like the Northstar line, we should not be wasting money on freeway expansions that will not improve our communities, fiscal sustainability, or meet our climate targets. All of the freeway expansions should be cancelled immediately, and all of that money should be reallocated towards fixing infrastructure that we already have and expanding transit options.</p>	<p>The region's five goals (equity, health and safety, dynamism and resiliency, addressing climate change, and protecting and restoring natural systems) must be balanced, and many times tradeoffs are necessary.</p> <p>We do work to address mobility needs in less impactful ways before considering highway expansion as described in our mobility hierarchy. This first considers travel demand management and transit expansion, then technology that can improve corridors performance, then spot fixes such as intersection improvements and when these do not satisfactorily address the deficiencies, managed lanes and highway expansion pursued. An Environmental Impact Statement process is underway in the I94 /TH252 corridor which will evaluate alternative projects to address the transportation deficiencies in this corridor including some of the most dangerous intersections in the State.</p> <p>New projects entering the TIP will need to complete the state's Transportation Greenhouse Gas Emissions Impact Assessment. This new process created by the 2023 Minnesota Legislature will require the funding of substantial greenhouse gas offsets such as new trails or transit service before an expansion project can enter the TIP. It is likely that these new requirements will reduce the number of expansion projects in the state moving forward.</p> <p>Our region does invest substantially in transit, active transportation and other low-carbon transportation strategies, and in very limited cases highway expansion. The Northstar corridor will see more frequent bus service (<a href="https://www.metrotransit.org/northstar">https://www.metrotransit.org/northstar</a>), we continue to invest in an expanded Bus Rapid Transit system that includes "a package of enhancements that adds up to a faster trip and an improved experience on Metro Transit's busiest bus routes" (<a href="https://www.metrotransit.org/brt">https://www.metrotransit.org/brt</a>), along with other transit enhancements.</p>

Commenter	Comment	Response
<b>Scott Engel</b>	<p>I am writing to express deep concern and disappointment regarding the Metropolitan Council's proposed 2026-2029 Transportation Improvement Program (TIP). It is troubling that an agency responsible for operating the region's transit system, Metro Transit, continues to prioritize and facilitate highway and road expansion at the expense of meaningful investments in transit, pedestrian, and bicycle infrastructure.</p> <p>This proposed TIP perpetuates the region's long-standing, car-centric development model, which makes driving the only practical and safe way for most people to fully participate in society. As a result, children, seniors, people with disabilities, and residents who cannot afford or choose not to own a car are consistently treated as second-class citizens in terms of mobility and access.</p> <p>While the TIP does include some investments in transit and active transportation infrastructure, these projects are woefully inadequate compared to the persistent flow of funding allocated to highway and bridge expansion and maintenance. This imbalance is especially alarming given Minnesota's stated climate and health goals and MNDOT's mandate to reduce vehicle miles traveled (VMT). It is unclear how this TIP supports those objectives or addresses the environmental, health, and equity issues that stem from continued car-first transportation planning.</p> <p>Moreover, it is concerning that the core of the Twin Cities region is seeing stagnant or declining growth while suburban and exurban sprawl continues unchecked into rural counties in Minnesota and western Wisconsin. Instead of doubling down on costly new road infrastructure to accommodate this unsustainable sprawl, the Metropolitan Council should focus on maintaining and right-sizing existing infrastructure in the region's core and expanding high-quality, frequent transit and safe, accessible facilities for walking and biking.</p> <p>Without a significant shift in priorities, it is unlikely that the region will see meaningful improvements in transit ridership, walking, or biking rates. This draft TIP signals a missed opportunity for the Metropolitan Council - particularly as the operator of the region's transit system - to lead the metro toward a more equitable, sustainable, and multimodal transportation future.</p> <p>I urge the Council to revise the TIP to rebalance funding priorities, dramatically increase investments in transit, pedestrian, and bicycle projects, and align its transportation investments with the region's climate, health, and equity goals.</p>	<p>Thank you for your comment. The Metropolitan Council supports a transportation system for all users and abilities. In doing so, the Met Council has several ongoing and future projects aimed at reducing greenhouse gas emissions via electrification and the reduction of vehicle miles travelled. New goals, objectives, policies, and actions in Imagine 2050 codify the Council's commitment to reducing greenhouse gases. The majority of the highway funding in the TIP is for preservation of the existing system. Further, the Minnesota State Legislature has passed a new greenhouse gas emissions law that requires roadway expansion projects to calculate emissions and build offsets as a part of the overall project. The Council is a partner with MnDOT to developing a reliable, resilient, and sustainable transportation system by developing practical applications at the direction of elected representatives.</p> <p>Beyond policy changes, there are now dedicated federal funding sources coming to the Met Council for projects that reduce carbon in the transportation sector and increase system resiliency. In addition, the new regional sales tax directs \$21 million annually to the Transportation Advisory Board (TAB) for active transportation projects. All combined, there are record levels of investment in system resiliency, electrification, transit, and active transportation in this region that will benefit the environment.</p>

Commenter	Comment	Response
<b>Anonymous commenter</b>	Hello: Build more roads, add lanes, only causes more traffic for people owning \$40,000.00 automobiles. This dog chasing it's tail is gonna stop since everyone can't own a car. Look at other countries and maybe learn from them about public transportation.	<p>The region's five goals (equity, health and safety, dynamism and resiliency, addressing climate change, and protecting and restoring natural systems) must be balanced, and many times tradeoffs are necessary.</p> <p>We do work to address mobility needs in less impactful ways before considering highway expansion as described in our mobility hierarchy. This first considers travel demand management and transit expansion, then technology that can improve corridors performance, then spot fixes such as intersection improvements and when these do not satisfactorily address the deficiencies, managed lanes and highway expansion pursued.</p> <p>New projects entering the TIP will need to complete the state's Transportation Greenhouse Gas Emissions Impact Assessment. This new process created by the 2023 Minnesota Legislature will require the funding of substantial greenhouse gas offsets such as new trails or transit service before an expansion project can enter the TIP. It is likely that these new requirements will reduce the number of expansion projects in the state moving forward.</p> <p>Our region does invest substantially in transit, active transportation and other low-carbon transportation strategies, and in very limited cases highway expansion. The region continues to invest in an expanded Bus Rapid Transit system that includes "a package of enhancements that adds up to a faster trip and an improved experience on Metro Transit's busiest bus routes" (<a href="https://www.metrotransit.org/brt">https://www.metrotransit.org/brt</a>), along with other transit enhancements.</p>



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<b>Robin Lowder</b>	<p>I am disappointed to see that road and highway spending continues to outweigh both transit and non-motorized transportation funding combined. It is laughable to claim compliance with the 2050 Plan goals while continuing to disproportionately favor the inherently unsustainable personal automobile as the preferred mode of travel. Investing in highways is not a way to "lead on addressing climate change," nor does it help to "protect and restore natural systems." Highways demonstrably make our region less "healthy and safe," less "dynamic and resilient," and less "equitable and inclusive." These conclusions are backed by significant data and expounded upon at length in numerous studies with which I hope the Met Council and the TAB are familiar.</p> <p>It is well established that we get the travel demand that we design for. Alternatives to driving can be made safe, convenient, and desirable with proper investment. I urge you to direct significantly more resources toward walking, biking, and transit infrastructure and service.</p>	<p>Thank you for your comment. The Metropolitan Council supports a transportation system for all users and abilities. In doing so, the Met Council has several ongoing and future projects aimed at reducing greenhouse gas emissions via electrification and the reduction of vehicle miles travelled. New goals, objectives, policies, and actions in Imagine 2050 codify the Council's commitment to reducing greenhouse gases. The majority of the highway funding in the TIP is for preservation of the existing system. Further, the Minnesota State Legislature has passed a new greenhouse gas emissions law that requires roadway expansion projects to calculate emissions and build offsets as a part of the overall project. The Council is a partner with MnDOT to developing a reliable, resilient, and sustainable transportation system by developing practical applications at the direction of elected representatives.</p>
<b>Emmett Thuli</b>	<p>I live off of 80th St in Victoria and I'm perplexed at the idea of expanding hwy 5. Why are we choosing to ignore induced demand and continue to destroy the planet. There is no reason for this expansion. The issue is safety and adding another lane will only worsen the issue. We should be looking at ways to calm traffic not create more. Its upsetting that the council brags about their commitment to climate action but turns around to expand roads all over the metro.</p>	<p>The region's five goals (equity, health and safety, dynamism and resiliency, addressing climate change, and protecting and restoring natural systems) must be balanced, and many times tradeoffs are necessary. We do work to address mobility needs in less impactful ways before considering highway expansion as described in our mobility hierarchy that first considers travel demand management and transit expansion, then technology that can improve corridors performance, then spot fixes such as intersection improvements and only when these do not satisfactorily address the deficiencies is highway expansion pursued. A thorough process has evaluated alternative safety improvements along with other needs in this corridor before selecting the project being pursued. Our region does invest substantially in transit, active transportation and other low-carbon transportation strategies, and in very limited cases highway expansion.</p> <p>New projects entering the TIP in the future will need to complete the state's Transportation Greenhouse Gas Emissions Impact Assessment. This new process created by the 2023 Minnesota Legislature will require the funding of substantial greenhouse gas offsets such as new trails or transit service before an expansion project can enter the TIP. It is likely that these new requirements will reduce the number of expansion projects in the state moving forward.</p>



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