

TRANSPORTATION IMPROVEMENT PROGRAM

Public Comment Report



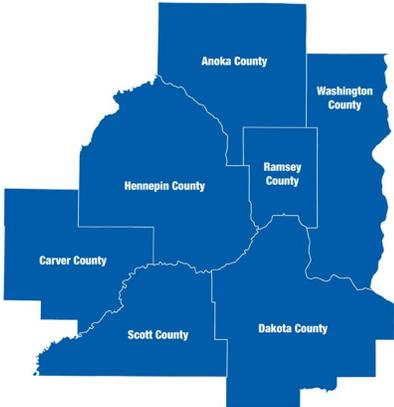
METROPOLITAN
C O U N C I L

August 2021

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

Metropolitan Council Members

| | | | |
|--------------------------|------------|-----------------------|-------------|
| Charlie Zelle | Chair | Raymond Zeran | District 9 |
| Judy Johnson | District 1 | Peter Lindstrom | District 10 |
| Reva Chamblis | District 2 | Susan Vento | District 11 |
| Christopher Ferguson | District 3 | Francisco J. Gonzalez | District 12 |
| Deb Barber | District 4 | Chai Lee | District 13 |
| Molly Cummings | District 5 | Kris Fredson | District 14 |
| Lynnea Atlas-Ingebretson | District 6 | Phillip Sterner | District 15 |
| Robert Lilligren | District 7 | Wendy Wulff | District 16 |
| Abdirahman Muse | District 8 | | |



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

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

Comment Overview

This comment report summarizes comments received for the Draft 2022-2025 Public Comment Period. The draft plan was released for the purposes of public comment on May 19, 2021, and comments were accepted through July 6, 2021. During that time, the plan was available on the Metropolitan Council’s website and through printed copies as requested.

The Council proactively promoted availability of the comment draft, including advertising it and the public meeting through social media and other means. The Council hosted a public meeting on June 22, 2021.

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

Nearly 150 commenters participated – both individuals and representatives of organizations, including local governments and non-profit organizations. We logged 478 comments.

| | |
|---|---|
| People engaged | <ul style="list-style-type: none"> • Web pages – 861 unique visitors • Facebook people reached – 1,108 [post 1] 361 [post 2] • Facebook engagement – 48 actions [post 1] 5 actions [post 2] • Twitter engagement – 4 actions [tweet 1] 12 actions [tweet 2] |
| Stakeholders involved | Nearly 150 |
| Meetings/interactions | Public meeting <ul style="list-style-type: none"> • 26 attendees, 1 speaker |
| Interest groups and agencies engaged | <ul style="list-style-type: none"> • Anoka County Board of Commissioners • Carver County • City of Minneapolis • Fresh Energy • Health Professionals for a Healthy Climate • Hennepin County • Metropolitan Council • Minnesota Association of Railroad Passengers • Minnesota Department of Transportation • Move Minnesota • Prairie Lutheran Church • St. Anthony Park Community Council/District 12 |
| Methods used | <ul style="list-style-type: none"> • Web announcement and web page notice • GovDelivery email announcement • Facebook • Twitter • Star Tribune classified advertising • Public meeting |
| Comments received through | <ul style="list-style-type: none"> • Email • Mail • Public meeting |

Key Engagement Themes

Public comments produced the following themes:

- Acknowledge climate change
 - reduce greenhouse emissions
 - avoid new highway expansion
 - promote racial and economic equity
- Prioritize and expand
 - transit
 - travel demand management
 - bike and pedestrian-only projects
- Transition diesel buses to electric
- Prioritize
 - electric vehicle charging infrastructure
 - quicker adoption of electric vehicles
 - electric bus deployment in poor air quality areas
- Reduce vehicle miles traveled
- Accelerate reducing traffic deaths and serious injuries through more aggressive safety targets

How to Use this Document

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

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

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

| Commenter Number | Commenter Name | Organization |
|------------------|--------------------------------|--|
| 1 | Bill Clancy | |
| 2 | Guthrie Byard | Metropolitan Council |
| 3 | Jared Johnson | |
| 4 | Kristin Mroz | |
| 5 | Michael Shannon | |
| 6 | Serafina Scheel | |
| 7 | Nico Zbacnik | |
| 8 | Jenifer Hager | City of Minneapolis |
| 9 | | Hennepin County |
| 10 | Jonathan Smith | Prairie Lutheran Church |
| 11 | Anna Pierce | Minnesota Department of Transportation |
| 12 | Lyndon Robjert | Carver County |
| 13 | | Minnesota Association of Railroad Passengers |
| 14 | Anne Chatelaine | |
| 15 | Catherine Fleming | |
| 16 | Michael Brooks | |
| 17 | David Frenkel | |
| 18 | Jeff and Laurie Christopherson | |
| 19 | David and Alice Duggan | |
| 20 | Peter Vickerman | |
| 21 | Troy Davison | |
| 22 | Mike Allen | |
| 23 | Sam Penders | |
| 24 | Derek Eicholz | |
| 25 | Douglas Schairer | |
| 26 | @lieholepiehole | |
| 27 | Margaret Levin | |
| 28 | Bill Mears | |
| 29 | Mary Ludington | |
| 30 | Brianna Mann | |
| 31 | Moraski Kathleen | |
| 32 | Paul Gregory | |
| 33 | Beth Minehart | |
| 34 | Amy Grace | |
| 35 | Roxanne Friedenfels | |
| 36 | Susan Gjersvik | |

| Commenter Number | Commenter Name | Organization |
|------------------|-----------------------|--------------|
| 37 | Anthony Thompson | |
| 38 | Derek Steele | |
| 39 | Steve Wiley | |
| 40 | Luis Olvera | |
| 41 | Linda Maloney | |
| 42 | Christian Berglund | |
| 43 | Amy Hubbard | |
| 44 | Jessica Richard | |
| 45 | Linda Nelssen | |
| 46 | Mary Hillesheim | |
| 47 | Michael Erickson | |
| 48 | Federico Rossi | |
| 49 | Robert Seidel | |
| 50 | Kristine Runyon | |
| 51 | Molly Peterson | |
| 52 | Joshua Houdek | |
| 53 | Richard Ottman | |
| 54 | Michael Bahr | |
| 55 | Kathy Steinbauer | |
| 56 | Lawrence Bogolub | |
| 57 | Pam Martin | |
| 58 | Jennifer Krinke | |
| 59 | Charles Steffel | |
| 60 | Betsey Porter | |
| 61 | Barnett Press | |
| 62 | George Muellner | |
| 63 | Barb Thoman | |
| 64 | Nora Plesofsky | |
| 65 | Jennifer Cantine | |
| 66 | Rebecca West | |
| 67 | Jean Greenwood | |
| 68 | Wade Johnson | |
| 69 | Lynda Pauling | |
| 70 | Mark Neuman-Scott | |
| 71 | Ian Radtke-Rosen | |
| 72 | Ann Koller | |
| 73 | Jean Buckley | |
| 74 | Cora Preston | |
| 75 | Jessica Barber-Bauman | |

| Commenter Number | Commenter Name | Organization |
|------------------|--------------------|--------------|
| 76 | Rosemary Harris | |
| 77 | Irene Bussjaeger | |
| 78 | Laurie Skelly | |
| 79 | John Kniprath | |
| 80 | Michael Chutich | |
| 81 | Melissa Partin | |
| 82 | Vicki Smith | |
| 83 | Scott Dahlquist | |
| 84 | Daniel Bembenek | |
| 85 | R A Fuller | |
| 86 | Judy Gregg | |
| 87 | Deborah Steinmetz | |
| 88 | Christine Pikala | |
| 89 | Deb Lily | |
| 90 | Elizabeth Burr | |
| 91 | Tommy Markley | |
| 92 | Verlaine Halvorsen | |
| 93 | Robert Chase | |
| 94 | Brian Tang | |
| 95 | Barbara Brockway | |
| 96 | Naomi Durant | |
| 97 | Rachel Kerr | |
| 98 | Chad Martin | |
| 99 | Patricia Whebbe | |
| 100 | Robert Hoffman | |
| 101 | Michelle Krueger | |
| 102 | Lucy Elliott | |
| 103 | Kelsey Brodt | |
| 104 | Kate Blau | |
| 105 | Maddie Henderson | |
| 106 | Leslie Martin | |
| 107 | Paul Densmore | |
| 108 | Arthur Rosenberg | |
| 109 | John Enblom | |
| 110 | Gabriela Santiago | |
| 111 | Lois Larson | |
| 112 | Alison Thorson | |
| 113 | Jeannette George | |

| Commenter Number | Commenter Name | Organization |
|------------------|--|--|
| 114 | Cynthia Mckeen | |
| 115 | Jesse Lorenz | |
| 116 | Douglas Mensing | |
| 117 | Sheila Dingels | |
| 118 | Jordan Leick | |
| 119 | Mark Snyder | |
| 120 | Russ Yitri | |
| 121 | Laura Zilverberg | |
| 122 | Cory Martinez | |
| 123 | Jerome Comeau | |
| 124 | John Ledder | |
| 125 | Susan Kallman | |
| 126 | Teddie Potter | |
| 127 | John Ressler | |
| 128 | David Wilemski | |
| 129 | Aileen Cole | |
| 130 | Mary Voight | |
| 131 | Kathy Magne | |
| 132 | Alicia Valenti | |
| 133 | Kathleen Schuler | Health Professionals for a Healthy Climate |
| 134 | David W Hunter, MD | |
| 135 | Nicholas Frye | |
| 136 | Serafina Scheel | |
| 137 | Larisa Speetzen | |
| 138 | Art Hanson | |
| 139 | Kathryn Murray | St. Anthony Park Community Council/District 12 |
| 140 | Jesse Mortenson | |
| 141 | Sam Rockwell | Move Minnesota |
| 142 | Yin Liu | |
| 143 | Randy Nies | |
| 144 | Julia Curran | |
| 145 | Anna Johnson Janiece Watts Anjali Bains | Fresh Energy |
| 146 | Scott Schulte | Anoka County Board of Commissioners |
| 147 | Pat Thompson | |

| Topic | Comment summary | Response | Commenter number |
|--|--|---|---|
| Transit/TDM and Bike/Pedestrian-only projects | Further prioritize and expand Transit, Travel Demand Management and bike and pedestrian-only projects, | <p>The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.</p> | 27, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 107, 108, 109, 110, 111, 112, 113, 114, 116, 117, 118, 119, 120, 121, 122, 123, 125, 126, 127, 131, 132, 133, 137, 138, 142, 143, 145 |

| Topic | Comment summary | Response | Commenter number |
|--|--|--|---|
| Highways, greenhouse gas emissions and racial and economic equity | Acknowledge climate change by avoiding expansion of new highways and prioritizing strategies that reduce greenhouse emissions and promote racial and economic equity. | <p>The largest outlay of highway funding in the draft TIP is for preservation of roads, bridges, and other highway infrastructure. The Council is currently working on several studies related to emissions and will develop strategies to reduce emissions as part of these efforts.</p> <p>Highway expansion projects are a small portion of overall transportation funding and help address the needs of a growing population and economy. Local cities, counties, region, MnDOT, the Minnesota Legislature, and the United States Department of Transportation all play a part in funding these projects and do so because these projects have a number of benefits beyond congestion relief, including improving safety, freight movements, economic development, and job accessibility. Instead of prohibiting highway expansion projects, the 2040 Transportation Policy Plan lays out investment principles for highway mobility projects so that they are multimodal, use existing right-of-way, are coordinated with other planned projects, utilize a lower-cost/high return-on-investment approach, and reduce environmental impacts. This approach results in projects like price managed lanes where carpoolers and public transit can use the lane free of charge instead of new general-purpose freeway lanes. On arterial roadway projects, this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, and safer multimodal crossings that are built as part of expansion projects. The TPP lays out that project sponsors consider a tiered approach that considers investments in the following order when a mobility issue is identified: travel demand management; traffic management technologies; lower cost-high benefit spot mobility projects; priced managed lane; then finally strategic capacity enhancements.</p> | 27, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 107, 108, 109, 110, 111, 112, 113, 114, 116, 117, 118, 120, 122, 123, 125, 126, 127, 132, 133, 137, 138, 141, 142 |
| Electric vehicle charging infrastructure | Prioritize electric vehicle charging infrastructure and coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region. | The electrification of the transportation system is an important strategy that can help us make large progress in mitigating climate change and improve public health. Metro Transit has made significant investments in electrifying its fleet and is currently developing a zero-emission bus transition plan. We are in the midst of a study to provide technical background and strategies that we, with our partners, can undertake to accelerate the adoption of electric vehicles. We look forward to the results of this project and future work in this area. | 27, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 74, 75, 76, 77, 78, 79, 80, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 95, 96, 97, 98, 99, 100, 102, 103, 104, 105, 107, 108, 109, 110, 111, 112, 113, 114, 116, 117, |

| Topic | Comment summary | Response | Committer number |
|----------------------|---|--|---|
| | | | 118, 120, 122, 123, 125, 126, 127, 132, 143 |
| VMT reduction | Reduce Vehicle Miles Traveled by investing more in transit and BRT. | <p>The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you</p> | 27, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 74, 75, 76, 77, 78, 79, 80, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 107, 108, 109, 110, 111, 112, 113, 114, 116, 117, 118, 120, 121, 122, 123, 125, 126, 127, 131, 132, 133, 137, 143 |

| Topic | Comment summary | Response | Commenter number |
|--|--|---|---|
| | | to stay involved in the discussion as the region continues to discuss regional transportation investment priorities. | |
| Transit electrification | Continue to transition diesel buses to electric, prioritize deployment of electric buses in areas with poor air quality, and invest in EV technology | <p>The electrification of the transportation system is an important strategy that can help us make large progress in mitigating climate change and improve public health. We are in the midst of a study to provide technical background and strategies that we, with our partners, can undertake to accelerate the adoption of electric vehicles.</p> <p>Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with the FY22 State Transportation Bill and submitting to the Legislature no later than February 15, 2022. During this effort, Metro Transit will identify guiding principles and policies to frame the transition effort, establish goals and milestones, and assess our service, fleet and facilities to inform capital and operations budget planning, fleet procurements and facility improvements in the coming years. Metro Transit is also continuing to expand its METRO network of transitways over the next 10 years, creating a regional integrated network of reliable, frequent all day transit services that will provide high quality options for travel on transit rather than in single occupant vehicles. When fully complete, a majority of the trips made on the METRO network will be on an electric transit fleet.</p> | 27, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 74, 75, 76, 77, 78, 79, 80, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 107, 108, 109, 110, 111, 112, 113, 114, 116, 117, 118, 120, 121, 122, 123, 125, 126, 127, 131, 132, 133, 137, 138, 142, 143 |
| Climate and multimodal investment | Given climate change crisis, should focus less on improving interstate reliability. TIP should reflect investments in walking, biking, and transit infrastructure. | The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and | 22, 23 |

| Topic | Comment summary | Response | Commenter number |
|-------|-----------------|--|------------------|
| | | <p>policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.</p> <p>The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are</p> | |

| Topic | Comment summary | Response | Commenter number |
|---------------------------------|---|---|------------------|
| | | likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities. | |
| Greenhouse gas emissions | <p>Minnesota emissions goals are not as ambitious as they need to or could be, see current heat crisis. "Interstate reliability" should not be a goal but creating a human-habitable place to live should be. The TIP should massively invest in sustainable transportation.</p> <p>TIP is unrealistic, completely out of alignment with science and not on pace to avoid catastrophic instability in our climate. Changes now will be less expensive and dramatic than waiting. Adapt for new climate. Measure pollutants from internal combustion engine and electric vehicles when assessing decisions. Rework plan to be consistent with science, equity and long-term fiscal responsibility.</p> | <p>The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.</p> <p>The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like</p> | 139,144 |

| Topic | Comment summary | Response | Commenter number |
|--|---|--|-------------------------------------|
| | | <p>new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.</p> | |
| <p>Highway 280/Broadway Street Intersection</p> | <p>Oppose removal of signal at Broadway and Highway 280, and proposed speed limit increases because of access, safety, noise and increased air pollution. This change will aggravate sudden stop/merge problems.</p> <p>Don't remove the left turn onto Broadway. It is a key connection between St Paul and Minneapolis,</p> | <p>MnDOT has indicated that further public input will be gathered regarding any potential intersection changes at Highway 280 and Broadway St NE. As a result, if the project still occurs, it will be delayed until 2027 to coincide with a pavement project on Highway 280. The removal of the project from the TIP will be reflected either as a future TIP amendment or as part of the next draft TIP (2023-2026) to give the project sponsor time to reallocate this funding to another project. The speed limit on Highway 280 will remain the same for now but will be reassessed prior to the pavement project in 2027.</p> | <p>4, 5, 6, 7, 18, 19, 139, 147</p> |

| Topic | Comment summary | Response | Commenter number |
|--|--|--|----------------------|
| | <p>and its removal does little to improve safety.</p> <p>The \$450k allocated to this project to increase safety would be better spent elsewhere, like investing in a pedestrian/bike bridge across Highway 280, to connect to trail facilities.</p> <p>Encourage engagement with local community regarding 35W bridge collapse-related impacts. There is a lack of serious crashes 2014-2019 to justify this project.</p> | | |
| Safety targets | 1,000 preventable traffic deaths this year alone is not an acceptable safety target. Aim for zero and change our streets to achieve that. | Thank you for your comment. The Council agrees that any people dying or being seriously injured from traffic crashes is unacceptable. We will include your comments for consideration in our discussion with our local partners when setting the 2022 annual targets. The Council is currently leading a pedestrian safety action plan to identify strategies to eliminate fatalities and serious injuries for people walking and rolling in the region. The Council will also be expanding its safety planning work to help elevate the need to end traffic deaths and serious injuries in the region through working with our partners across the region, including state and local governments. | 23, 24, 26, 135, 139 |
| Single occupancy vehicle reduction target | Federal PM regarding SOVs is not aggressive enough. | The single-occupancy vehicle target is federally mandated. Per federal rules, the target must be achievable and not visionary. Based on recent trends, the SOV target is aggressive. | 135, 136, 139 |
| Vision Zero | The stated objective for safety targets allows for more than 100 deaths (caused by drivers) for people walking and biking, and 81 pedestrians and bicyclists seriously injured. People of color are | Thank you for your comment. The Council agrees that any people dying or being seriously injured from traffic crashes is unacceptable. We will include your comments for consideration in our discussion with our local partners when setting the 2022 annual targets. The Council is currently leading a pedestrian safety action plan to identify strategies to eliminate fatalities and serious injuries for people walking and rolling in the region. | 115, 119, 132 |

| Topic | Comment summary | Response | Commenter number |
|--|--|--|------------------|
| | disproportionately injured and killed by cars while walking/biking. More aggressively work toward Vision Zero by encouraging / requiring street design that slows traffic and improves sightlines. | The Council will also be expanding its safety planning work to help elevate the need to end traffic deaths and serious injuries in the region through working with our partners across the region, including state and local governments. | |
| Accessibility | Sentence on page 31 regarding the Americans with Disabilities Act (ADA) should reflect that agencies with 50 or more employees are required to have an ADA Transition Plan. | Thank you for your comment. We will edit the final TIP. | 2 |
| Accessibility | Many non-vehicle facilities are not Americans with Disabilities Act compliant despite decades of requests for improvements. Specific example of concern. | We understand frustration with infrastructure that hasn't been made accessible over decades. Public agencies with 50 or more employees are required to have ADA transition plans that include a schedule for bringing facilities into compliance with the Americans with Disabilities Act requirements. MnDOT identified your referenced pedestrian bridge in the agency's ADA Transition Plan. There is a project in MnDOT's 10-year plan for pavement and bridge work on Highway 62 and this project will include work to bring this pedestrian bridge into ADA compliance. Enforcement of the ADA is done at the federal level through the Department of Justice; their web site is ada.gov . | 17 |
| Bicycle and pedestrian project implementation | Which agencies will be responsible for implementing the bike and ped solutions and over what period of time? | Local governments (including parks agencies) and MnDOT are generally the implementers of bicycle and pedestrian improvements in the region. The Metropolitan Council does not have a specific vision for a bicycle and pedestrian system for 2040, but they do have a map of prioritized corridors for the Regional Bicycle Transportation System that helps local governments and MnDOT plan and implement a bike system that will further regional travel by bicycle. The timing of the build out of this system is still dependent on locally controlled funding and funding through competitive programs like the Regional Solicitation. The Council does provide funding for bicycle and pedestrian projects through the Regional Solicitation and the projects are selected every two years. Applicants submit projects from their local plans to compete for this funding and the | 16 |

| Topic | Comment summary | Response | Commenter number |
|-------------------------|---|--|------------------|
| | | region uses a technically driven scoring system to select the projects that best meet regional transportation goals and objectives. | |
| Budget Breakdown | Requesting clarification on the budget breakdown in Figure 4, page 24, relating to bicycle and pedestrian infrastructure investment that does not have dedicated funding but is part of highway project funding. | Many of the funding sources that would fund such projects are flexible and, therefore, there are not modal “buckets” of \$122 million and \$2.089 billion, respectively. The breakdown separates the primary mode served for each project. That said, if a roadway project includes a protective barrier, the entire project would be captured by the Highway/Roads amount. Most projects captured by the Bike/Ped Only amount facilitate movement, though a crosswalk project is an example of something that could be captured by that amount. Most of the projects included in the Bike/Ped Only funding are shown in Table A-2 (STPBG-Transportation Alternatives (TA) Projects, pages A-7 to A-11 of the draft) and they tend to be sidewalk, trail, and pedestrian bridge projects. | 129 |
| Carbon emissions | Life/death climate crisis demands more action than proposed, need more vehicle miles traveled reduction, more single occupant vehicles reduction, more adaptation and goals that reflect the urgency. Stop highway expansion, we need more transit and biking, and to retain remote work. | <p>The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.</p> <p>Highway expansion projects are a small portion of overall transportation funding and help address the needs of a growing population and</p> | 140 |

| Topic | Comment summary | Response | Commenter number |
|-------|-----------------|---|------------------|
| | | <p>economy. Local cities, counties, region, MnDOT, the Minnesota Legislature, and the United State Department of Transportation all play a part in funding these projects and do so because these projects have a number of benefits beyond congestion relief, including improving safety, freight movements, economic development, and job accessibility . Instead of prohibiting highway expansion projects, the 2040 Transportation Policy Plan lays out investment principles for highway mobility projects so that they are multimodal, use existing right-of-way, are coordinated with other planned projects, utilize a lower-cost/high return-on-investment approach, and reduce environmental impacts. This approach results in projects like price managed lanes where carpoolers and public transit can use the lane free of charge instead of new general-purpose freeway lanes. On arterial roadway projects, this multimodal emphasis equates to new trails, pedestrian bridges, transit advantages, and safer multimodal crossings that are built as part of expansion projects. The TPP lays out that project sponsors consider a tiered approach that considers investments in the following order when a mobility issue is identified: travel demand management; traffic management technologies; lower cost-high benefit spot mobility projects; priced managed lane; then finally strategic capacity enhancements.</p> <p>The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council</p> | |

| Topic | Comment summary | Response | Commenter number |
|--------------------------------------|---|---|------------------|
| | | <p>created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.</p> | |
| Cleaner transportation policy | Pursue cleaner transportation policy | <p>The region is currently undertaking a study titled Accelerating Electric Vehicle Adoption in the Twin Cities Region. This study will identify strategies/actions that the region's governments, residents and businesses can take to help accelerate the adoption and use of electric vehicles by residents and businesses throughout the region. It is Council and regional policy to work to reduce the overall contribution of the region to climate change.</p> | 106 |
| Climate | TIP is not structured for climate-related investments. We are not on track to meet emissions goals. | <p>The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan;</p> | 21 |

| Topic | Comment summary | Response | Commenter number |
|---|---|---|------------------|
| | | <p>a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.</p> | |
| Climate | <p>The “goal” of reducing SOV trips only to 75% is entirely unacceptable. There needs to be more focus on mass transit and biking. Set a goal of stopping expanding highways.</p> | <p>The single-occupancy vehicle target is federally mandated. Per federal rules, the target must be achievable and not visionary. Based on recent trends, the SOV target is aggressive.</p> <p>The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects.</p> | 25 |
| Climate change and racial inequities | <p>The TIP does not reflect a commitment to transportation improvements that advance climate change and social justice and equity goals. The TIP should include an analysis of how each transportation project and funding stream will impact our climate future and our current inequities and injustices.</p> | <p>Equity impacts, both future and past, are important considerations when selecting projects to be included in the TIP. Some project selection processes have been adjusted to include equity measures and outcomes that are considered when selecting projects. The Regional Solicitation process includes equity impacts and benefits as an evaluation measure across all project application categories. The region must continue to identify strategies, actions and measures that must be considered when funding transportation projects in all modes. The Council will be starting an Equity Evaluation of Regional Transportation Investments to identify and adopt new strategies to help with more equitable regional transportation investments and selection processes.</p> <p>The Metropolitan Council and the Transportation Advisory Board also acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially</p> | 141 |

| Topic | Comment summary | Response | Commenter number |
|--|---|--|------------------|
| | | <p>those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.</p> | |
| <p>Climate, community health and bicycle infrastructure</p> | <p>There are still significant safety/infrastructure barriers to getting more people to use their bikes instead of cars. Cars are far too dangerous and we know that transportation is our biggest opportunity to reduce Minnesota's climate impact. Choose investments in safety and clean air, and plan for a healthy and equitable future.</p> | <p>The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also</p> | <p>118</p> |

| Topic | Comment summary | Response | Commenter number |
|--|--|---|------------------|
| | | <p>studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.</p> | |
| Congestion mitigation and air quality targets | Federal PMs regarding SOVs and GHG emissions reduction are not aggressive enough. | <p>Both targets are federally mandated and must, by federal law, be achievable and not visionary in nature.</p> <p>Based on recent trends, the SOV target is aggressive.</p> <p>The adopted GHG emissions target is based on a model of projects programmed in the TIP.</p> | 129 |
| Copy edit | Correct "Dunwood" to "Dunwoody" on page A-10 | This will be reflected in the final 2022-2025 TIP. | 8 |
| Copy edit | Include rehabilitation of bridge #27152 in project description, RE: SP 027-752-035 | This will be reflected in the final 2022-2025 TIP. | 9 |
| Dodd Rd and Hwy 80 250th street intersection | The intersection should have been rebuilt when Dodd Road was rebuilt a few years ago but it was overlooked then too. | Thank you for your comment. The Council's Transportation Policy Plan (TPP) supports safety and outlines a reduction in traffic collisions and fatalities. That said, individual intersections like this one tend to be addressed by local agencies. The Council will pass on your comment to Dakota County. | 1 |

| Topic | Comment summary | Response | Commenter number |
|---|---|--|------------------|
| Electric vehicle charging | <p>Electric vehicle charging beyond buses should be included in the TIP. Coordinate with other agencies to prepare for federal funding. Fossil-fuel based transportation continues climate and air quality harm to underrepresented communities. To achieve THRIVE goals, assess TIP projects through a climate justice lens.</p> <p>Transportation decision making should be more inclusive. Invest more in alternatives to driving that are equitable. Maintain existing highways before expanding.</p> | <p>The electrification of the transportation system is an important strategy that can help us make large progress in mitigating climate change and improve public health. Metro Transit has made significant investments in electrifying its fleet and is currently developing a zero-emission bus transition plan. We are in the midst of a study to provide technical background and strategies that we, with our partners, can undertake to accelerate the adoption of electric vehicles. We look forward to the results of this project and future work in this area.</p> | 145 |
| Electric vehicle charging infrastructure | <p>Transform transportation system to facilitate active transportation, increasing transit, reduce vehicle miles traveled and investments to support transportation electrification. Coordinate with local and state agencies toward quicker adoption of electric vehicles. Expand EV Spot Network throughout the region.</p> | <p>The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious</p> | 133 |

| Topic | Comment summary | Response | Commenter number |
|------------------|--|---|------------------|
| | | <p>injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.</p> <p>The electrification of the transportation system is an important strategy that can help us make large progress in mitigating climate change and improve public health. Metro Transit has made significant investments in electrifying its fleet and is currently developing a zero emission bus transition plan. We are in the midst of a study to provide technical background and strategies that we, with our partners, can undertake to accelerate the adoption of electric vehicles. We look forward to the results of this project and future work in this area.</p> | |
| Emissions | Plan appears to make [emissions reduction] goals less aggressive than they already were. | The single-occupancy vehicle target is federally mandated. Per federal rules, the target must be achievable and not visionary. Based on recent trends, the SOV target is aggressive. | 24 |
| Equity | Please convert buses to electric as soon as possible. These should run in neighborhoods with the poorest air quality. Add electric car sharing and improve roads, bridges and other infrastructure (like good bus shelters) for the poorest neighborhoods. | The electrification of the transportation system is an important strategy that can help us make large progress in mitigating climate change and improve public health. Metro Transit will be completing a Zero Emission Bus Transition Plan in accordance with the FY22 State Transportation Bill and submitting to the Legislature no later than February 15, 2022. During this effort, Metro Transit will identify guiding principles and policies to frame the transition effort, establish goals and milestones, and assess its service, fleet and facilities to inform capital and operations budget planning, fleet procurements and facility improvements in the coming years. Metro Transit is also continuing to expand its METRO network of transitways over the next 10 years, creating a regional integrated network | 78 |

| Topic | Comment summary | Response | Commenter number |
|------------------------------|---|--|------------------|
| | | <p>of reliable, frequent all day transit services that will provide high quality options for travel on transit rather than in single occupant vehicles. When fully complete, a majority of the trips made on the METRO network will be on an electric transit fleet.</p> <p>The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. The Regional Solicitation includes equity in its project selection criteria to encourage local governments and transit providers to plan for and prioritize these considerations in their investments, since they are the primary implementers of these types of projects. We are in the midst of a study to provide technical background and strategies that we, with our partners, can undertake to accelerate the adoption of electric vehicles. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.</p> | |
| Equity and multimodal | <p>In the past year - and beyond - we have heard a lot of promises to create a more just and equitable community. This is not possible without the prioritization of walking, biking, and bussing neighbors</p> | <p>The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also</p> | 65 |

| Topic | Comment summary | Response | Commenter number |
|---------------------------|---|---|------------------|
| | | <p>studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.</p> | |
| Equity assessments | <p>The Met Council and the TIP assess how each project impacts racial inequity, economic inequity, and greenhouse emissions, and prioritizes projects that promote equity and reduce emissions.</p> | <p>Equity impacts, both future and past, are important considerations when selecting projects to be included in the TIP. Some project selection processes have been adjusted to include Equity measures and outcomes that are considered when selecting projects, Specifically the Regional Solicitation process does now consider Equity impacts and benefits as a measure across all project application categories. However, it is important that the region continues to identify strategies/actions and appropriate measures that must be considered when funding projects across all modes. The region is just getting underway a study titled Equity Evaluation of Regional Transportation Investment to identify and adopt new strategies that will result in more equitable regional transportation investments and also to change existing processes to be more diverse, inclusive and equitable.</p> | 29 |
| Express Bus | <p>Suspension of express service to suburban areas has been disruptive, particularly in the Bloomington area. Resuming service in September is not soon enough, and these decisions should not be based on ridership. Council</p> | <p>The COVID-19 pandemic has impacted many transit riders, like yourself, in ways that have been truly life affecting. While the Council and other regional transit providers are planning to reinstate some lesser used transit routes in the coming months, the providers are still trying to balance the lack of steady transit funding against the needs of their riders. We will</p> | 3 |

| Topic | Comment summary | Response | Commenter number |
|--|---|--|------------------|
| | members do not understand the needs of non-driving population, and there needs to be greater weight to feedback from and needs of bus riders. Service to suburban job centers with essential workers is not good right now, forcing people to walk far or take Uber/Lyft/Taxis. | share this comment with all transit providers and they may choose to reach out to your directly with more information. | |
| Freeway expansion | Freeway expansions/extensions/conversions will only exacerbate auto emissions and congestion. | The Council is planning a Regional Transportation and Climate Change Measures Study in 2022 to further examine the impact of different types of transportation investments on greenhouse gases. | 20 |
| Funding for roadway improvements | The TIP program must emphasize the need to maintain or increase the amount of funding for roadway improvements in the region. | Comment acknowledged. Agree that more roadway funding is needed to fill the documented unmet need as identified in the region's 2040 Transportation Policy Program (TPP) and in MnDOT's Minnesota State Highway Investment Plan (MnSHIP). | 146 |
| Highway 55 Busway | Consider a busway for the Highway 55 improvements | The Highway 55 corridor is under consideration for a bus rapid transit investment. Past work has supported the potential for this corridor to support BRT. A pilot route will be implemented in 2024 or 2025 through Metro Transit and the state budget included \$250,000 for a bus rapid transit study on Highway 55 during the 2021 legislative session. The results of this study will inform future Transportation Policy Plans, TIPs, and other state and local plans. | 20 |
| Highway funding | Highway Funding should be focused on maintenance and safety, not expansion | The largest outlay of highway funding in the draft TIP is for preservation of roads, bridges, and other highway infrastructure. The Councils is currently working on several studies related to emissions and will develop strategies to reduce emissions as part of these efforts. | 145 |
| Highway, climate change and VMT reduction | Federal PM regarding SOVs is not aggressive enough. | As shown on page 24, the draft TIP allocates the majority of its resources to transit projects, not highway projects. The single-occupancy vehicle target is federally mandated. Per federal rules, the target must be achievable and not visionary. Based on recent trends, the SOV target is aggressive. | 119 |

| Topic | Comment summary | Response | Commenter number |
|--|---|---|------------------|
| Highways and Equity | The construction of highways like I-94 in Saint Paul and Minneapolis has caused displacement, loss of wealth, and community disenfranchisement, primarily for BIPOC Minnesotans. Assess how each project will impact racial inequity, economic inequity, and greenhouse emissions, and to prioritize projects that promote equity and reduce emissions. | <p>Equity impacts, both future and past, are important considerations when selecting projects to be included in the TIP. Some project selection processes have been adjusted to include equity measures and outcomes that are considered when selecting projects. The Regional Solicitation process includes equity impacts and benefits as an evaluation measure across all project application categories. The region must continue to identify strategies, actions and measures that must be considered when funding transportation projects in all modes. The Council will be starting an Equity Evaluation of Regional Transportation Investments to identify and adopt new strategies to help with more equitable regional transportation investments and selection processes.</p> <p>The Metropolitan Council and the Transportation Advisory Board also acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation.</p> | 50 |
| Highways and greenhouse gas emissions | Federal PM targets are not aggressive enough; more investment in multimodal travel is necessary; reliability is unimportant. | <p>These targets are federally mandated and must, by federal law, be achievable and not visionary in nature.</p> <p>The adopted GHG emissions target is based on a model of projects programmed in the TIP.</p> | 136 |

| Topic | Comment summary | Response | Commenter number |
|--|---|---|------------------|
| | | Highway reliability does not come at the expense of more heavily investing in and prioritizing other modes. | |
| Highways and structural racism | We need to remove highways from cities, returning this space to our communities as part of righting historic wrongs. We need a transportation network that does not continue to perpetuate violent structural racism by prioritizing car-movement over human lives. | Comment acknowledged. There are several ongoing efforts, including the Rondo land bridge on I-94 in Saint Paul that are trying to better connect neighborhoods cut off from past freeway development. | 144 |
| I-94 Access | Remove I-94 access at West Broadway due to Blue Line extension. Pass-through traffic in North Minneapolis pollutes air and does not stop to shop. | There are several planning efforts underway in this area including finalizing a new alignment for Blue Line Extension and the Environmental Impact Statement for the Truck Highway 252/I-94 corridor. We will pass along your comments to these two planning efforts. | 15 |
| Infrastructure for sustainable transportation | Sustainable transportation necessitates VMT reduction. Adding sidewalks adjacent to streets is not adequate. Infrastructure investments should assess energy and resource consumption. Plan with climate science, racial equity, fiscal responsibility and public health in mind. | The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also | 144 |

| Topic | Comment summary | Response | Commenter number |
|---|--|---|------------------|
| | | <p>studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.</p> | |
| <p>Lane expansion, congestion, VMT</p> | <p>Adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT). Transitioning existing lanes into carpool lanes during heavy traffic hours should never include new construction, nor should additional freeway or roadway lanes be proposed to address any traffic reduction goals. Reduce traffic demand by expanding alternative transportation options while also reducing transportation's share of greenhouse gas (GHG) emissions.</p> | <p>No new freeway general purpose lanes planned in the 20-year Transportation Policy Plan (2040). The highway system is largely mature and only incremental changes are planned.</p> | <p>129</p> |
| <p>Letter of support</p> | <p>Carver County supports TAB approval of the 2022-25 Transportation Improvement Program</p> | <p>Comment acknowledged. Thank you for your support of the draft TIP and for your involvement in the MPO processes.</p> | <p>12</p> |

| Topic | Comment summary | Response | Commenter number |
|---|---|---|------------------|
| <p>Moving people, not private vehicles</p> | <p>Walking, using wheelchairs, biking, and taking transit are not only environmentally sustainable, but fiscally responsible as well, requiring far fewer subsidies, increasing disability accessibility, improving racial equity, protecting public health (especially prenatal/infants and elderly) and helping repair communities split apart by drivers speeding down our streets. We need a transportation implementation plan that asks the right questions before applying for funding. We need to focus on moving people, not private vehicles.</p> | <p>The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.</p> | <p>144</p> |

| Topic | Comment summary | Response | Commenter number |
|--|---|---|------------------|
| <p>Multimodal options that promote a healthy, sustainable environment</p> | <p>The TIP says that projects must contribute to a safe regional transportation system that provides reliable, affordable, and efficient *multimodal* options, and promote a *healthy, sustainable* environment. Most of the highway improvements included would be made at the expense of other modes.</p> | <p>The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.</p> | <p>139</p> |

| Topic | Comment summary | Response | Commenter number |
|--------------------------------------|--|---|------------------|
| Northstar | Northstar trains were engineered to underperform at the outset, and they can perform better if re-imagined to serve more. Freeways are built in a cross-metro network; our rail services should be as well. Recommends expanding Northstar service to Hastings via the University of Minnesota and St. Paul and operating trains outside the peak hours. | The planning for major passenger rail lines in the region is a collaborative effort between Metropolitan Council, local governments, MnDOT, and many other stakeholders in the region. A variety of passenger rail corridors have been studied for expanded service and a number of lines are in development or under construction. Rail planning is not done without extension consideration of the needs, costs, and impacts of a corridor on the region and the people along the potential line. The region's 2040 Transportation Policy Plan is a culmination of decades of planning by the Council and its partners on passenger rail investments for the region and the Plan includes a robust system of bus and rail transitways to expand access to transit using corridor-specific solutions that have undergone extensive planning and outreach. At this time, no expansion of the Commuter Rail network is planned, including rail service to Hastings, which was evaluated as part of the Red Rock corridor study that ultimately recommended a bus rapid transit solution in the long-term. Passenger rail planning continues on the statewide level for the North Lights Express train line to Duluth as part of MnDOT's statewide rail planning efforts, but this project is not reflected in the Transportation Improvement Program as funding for the project has not yet been identified. | 13 |
| Performance Measures | Federal performance measures are not aggressive enough. | <p>These targets are federally mandated and must, by federal law, be achievable and not visionary in nature.</p> <p>Based on recent trends, the SOV target is aggressive.</p> <p>The adopted GHG emissions target is based on a model of projects programmed in the TIP.</p> <p>Highway reliability does not come at the expense of more heavily investing in and prioritizing other modes.</p> | 128 |
| Personal automobile pollution | We need less polluting and human friendly alternatives to personal automobiles. Start dealing with years of car centric sprawl. | The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally | 120 |

| Topic | Comment summary | Response | Commenter number |
|-------------------------------|--|--|------------------|
| | | <p>funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.</p> | |
| <p>Policy guidance</p> | <p>The Metropolitan Council acts in our collective best interest in the TIP, not just follow the letter of rigid past plans. Employ smart and responsive governing that acknowledges where our governments and society have made mistakes in the past.</p> | <p>The TIP is a reflection of projects selected under the plans and policies in place at the time funding is made available. For instance, the measures and scoring used in the Regional Solicitation closely aligns with the outcomes and values reflected in Thrive MSP 2040 and the 2040 Transportation Policy Plan. This system assures that projects are all in some way contributing towards accomplishing the region's adopted outcomes and goals. Unfortunately, this is not a system designed to change quickly under rapidly changing conditions. It is a long-term participatory process that takes time to gain consensus and agree upon</p> | <p>141</p> |

| Topic | Comment summary | Response | Commenter number |
|---|--|---|------------------|
| | | values, outcomes and actions for the region. The Council is currently beginning the process of creating its 2050 regional vision and system plans which will be adopted in 2024. These updated plans will then begin a new cycle of informing transportation investments that align with the outcomes and goals of the updated plans. During the interim cycles there are smaller plan updates that can result in incremental changes to the regional investment values, measures and selection processes. | |
| Project 6285-160/Silver Lake Road/694 Ramp | The south ramp especially has an issue with the eastbound traffic exiting 694. Bump out the right-hand turn further into the intersection and create a tighter turning radius for the right lane. Stagger / set back the stop lines for the two left-hand lanes. Add no turn on red / "right turn on green arrow only." | Thank you for your comment. We will forward your concerns and ideas to MnDOT Metro District staff for their consideration. | 124 |
| Promote health and mitigate climate change | Minnesota's transportation system must be radically overhauled to promote public health and mitigate climate change. It is past time that the TIP includes more electrification and other fossil fuel reduction strategies. Climate calamity elsewhere will bring migration flows to places less impacted. History and our grandchildren will not think kindly of today's decision makers. | The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that | 134 |

| Topic | Comment summary | Response | Commenter number |
|-------|-----------------|---|------------------|
| | | <p>can lead to additional policy and investments to support climate mitigation.</p> <p>The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.</p> | |

| Topic | Comment summary | Response | Commenter number |
|---|--|--|------------------|
| | | <p>The electrification of the transportation system is an important strategy that can help us make large progress in mitigating climate change and improve public health. Metro Transit has made significant investments in electrifying its fleet and is currently developing a zero-emission bus transition plan. We are in the midst of a study to provide technical background and strategies that we, with our partners, can undertake to accelerate the adoption of electric vehicles. We look forward to the results of this project and future work in this area.</p> | |
| <p>Public information campaign</p> | <p>Develop a public information campaign that enlists resident participation to reduce pollution from cars, and also contributes to transportation improvements.</p> | <p>Generally, in Minnesota the Department of Public Safety Driver and Vehicles Services is responsible for public information campaigns related to automobile safety and operation. This comment will be forwarded to that division for consideration.</p> | <p>130</p> |
| <p>Public involvement process</p> | <p>TIP public meeting did not provide enough information to comment. TIP materials are complicated and not accessible to the average reader. Identify outreach goals and audience.</p> | <p>Outreach goals</p> <ul style="list-style-type: none"> • Confirm stakeholders’ understanding of our region, the regional transportation system and the role of the Council in that system. • Verify a shared understanding of the challenges and opportunities facing the regional transportation system and the changes we need to meet future transportation needs. • Gather feedback, information about impact, and other community knowledge related to regional transportation projects. <p>Outreach audience</p> <ul style="list-style-type: none"> • Those directly and indirectly impacted by planned transportation projects – residents, commuters, business owners, community organizations, advocacy organizations • Project sponsors – Transit providers; township, city or county government; park districts; MnDOT. • Metropolitan Council – Transportation Advisory Board, TAB Technical Advisory Committee, Council Members <p>Much of the Met Council’s work is at a very high level in making policy decisions and plans that guide transportation infrastructure across the region. While there is no ideal level of education and background for a public commenter, there is admittedly a learning curve for those new to the transportation planning and programming work of the Council. Consult</p> | <p>10</p> |

| Topic | Comment summary | Response | Commenter number |
|-----------------------------|---|--|------------------|
| | | <p>the Transportation Planning and Programming Guide for an overview of our planning processes. https://metro council.org/Transportation/Publications-And-Resources/Planning/MISCELLANEOUS-DOCUMENTS/Transportation-Planning-and-Programming-Guide-2020.aspx</p> <p>The meeting itself is meant to convey the four-year program of projects and answer questions about that program. The feedback being solicited is on general TIP development along with questions about projects being listed. It is difficult to convey roughly 500 projects in a way that is digestible to the public but we are happy to respond to questions about specific projects.</p> <p>Along with the Minnesota Department of Transportation, local governments and agencies do the work of building out the projects and should be conducting public participation throughout development of those projects. Except for Metro Transit projects, the Met Council is not directly involved in executing projects but does provide federal funding for local projects through the Regional Solicitation. https://metro council.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation-NEW.aspx</p> <p>Later this year, we will have a public comment period for the application categories for the Regional Solicitation. This would be an opportunity to give feedback on the criteria the Met Council uses to select projects for funding. There's a bicycle and pedestrian category, as well as equity scoring across all project categories. These may be of interest to you. There will also be an Equity study that the Met Council will be conducting that will also include public participation starting later this year and running into 2022.</p> | |
| Public participation | Public Participation should be more inclusive | <p>Outreach and engagement at the Met Council has room for improvement. From developing more understandable plans, programs and presentations, to the work we do to meet people where they are at.</p> <p>This year, the Council formed an outreach and engagement community of practice to set our values and improve our methods. The following are the values described from our first meeting earlier in 2020. We value:</p> <ul style="list-style-type: none"> • Targeted engagement that builds on existing relationships | 145 |

| Topic | Comment summary | Response | Commenter number |
|---|--|---|------------------|
| | | <ul style="list-style-type: none"> • Reaching people who represent the rich and varied personal histories of people across the region • The time and expertise of the people we're asking for input and that they should benefit equally from the engagement, less 'take from you' and 'do to you' • Clarity and transparency in how we collect feedback and how that feedback will be used • Quality of the feedback more than the quantity of feedback • Questions that get to a real understanding of how people think and feel about the work we do, channeling negative feedback into constructive conversations • Creating understanding by helping people see themselves in the policies and the work we do • Connections across all divisions and demonstrating how the work intersects to create regional value • Sharing information back with those who have shared with us <p>The Council is also revising our transportation public participation plan. The six-month process will include these values, outreach to other Metropolitan Planning Organizations, existing partners, and potential partners that may have not been represented in previous plans. The plan will include an ongoing evaluation of how we are doing on public participation.</p> | |
| Public transportation agency safety plan targets | Several suggested edits to integrate public transportation agency safety plan targets into performance-based planning and programming related sections. | (no response required) | 11 |
| Public transportation options | The Twin Cities would be a more inclusive and engaged community if we had better public transportation options, emphasizing the cross-pollination effects of increasing accessible (eco-friendly) options such as electric vehicles and bike/walking pathways. Prioritize the values and living standards of | The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and | 51 |

| Topic | Comment summary | Response | Commenter number |
|--------------------------------------|---|--|------------------|
| | future generations in order to ensure the Twin Cities' growth, liveliness, and longevity. | pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities. | |
| Rail and transit improvements | Supports blue line extension, BRT on route 62, and improvements on routes 3 and 10. Improve service to Duluth either through Northstar, BRT, or Amtrak. | There are projects in the 2040 Transportation Policy Plan today or that will be considered in a future amendment to address many of your suggested improvements. The Blue Line Extension planning is currently underway and bus rapid transit is being recommended for the route 62, route 3, and route 10 corridors through Metro Transit's Network Next. The planning for passenger rail to Duluth is being led by MnDOT and this comment will be shared with their staff accordingly. | 14 |
| Reporting metrics | The TIP's reporting metrics should be updated to include overall | – The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for | 145 |

| Topic | Comment summary | Response | Commenter number |
|-------------------------------------|--|---|------------------|
| | project impacts on climate change, racial equity, public health improvements, and other important criteria, beyond the baseline requirements of the Federal Transportation Conformity Rule | the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation. | |
| Request Project Scope Change | Change project description, RE: SP 027-635-038, CSAH 35 (PORTLAND AVE) FROM 98TH ST TO 86TH ST IN BLOOMINGTON AND CSAH 52 (NICOLLET AVE) FROM 76TH ST E TO 70TH ST IN RICHFIELD | The requested change would require a scope change request through the TAB process. MnDOT Metro District can help start that process. | 9 |
| Road and bridge maintenance | Supportive of maintaining our bridges and our roads, but concerned about expanding highways which only lead to more traffic and unnecessary emissions. | The largest outlay of highway funding in the draft TIP is for preservation of roads, bridges, and other highway infrastructure. The Councils is currently working on several studies related to emissions and will develop strategies to reduce emissions as part of these efforts. | 121 |
| Roadway investments | Highway improvements should be our absolute lowest priority right now | The single-occupancy vehicle target is federally mandated. Per federal rules, the target must be achievable and not visionary. Based on recent trends, the SOV target is aggressive. The Metropolitan Council and the Transportation Advisory Board (TAB) | 26 |

| Topic | Comment summary | Response | Commenter number |
|--|---|---|------------------|
| | | agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. | |
| Roadway investments | I don't like the idea of building out the highway system | No new freeways or other principal arterial roadways are planned in the draft TIP or in the 20-year Transportation Policy Plan (2040). The highway system is largely mature and only incremental changes are planned. | 28 |
| Roadway system maintenance | Redo roads that are in so much disrepair from potholes so they are safe again. Just some of which I can think of the make our system more user friendly!!! | The largest outlay of highway funding in the draft TIP is for preservation of roads, bridges, and other highway infrastructure. This investment area is the highest priority in the 2040 Transportation Policy Plan and will continue to garner the bulk of the highway resources over the next 20 years. However, additional funding is needed to maintain the system. If there are specific roadways or locations where you are experiencing potholes, please contact the roadway owner (township, city, county, or MnDOT) directly so that they are aware of the location and can address it. | 14 |
| Safe and accessible bicycle/pedestrian facilities | Consider expanding the list of Surface Transportation Block Grant-Transportation Alternatives (STPBG-TA) projects identified in Table A-2 in order to successfully divert travelers and commuters from personal vehicles to alternative transportation modes to reduce vehicle trips and fight climate change. Establish safe and accessible means for Minnesotans to walk to their nearest transit stops, bike to areas of economic activity, and more. Acknowledge the known effects of induced travel. | The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council | 129 |

| Topic | Comment summary | Response | Commenter number |
|--|--|--|------------------|
| | | <p>created a Regional Bicycle Transportation Network in 2014 and has subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.</p> | |
| <p>Safety and Multimodal Investment</p> | <p>Safety and reliability are problems for transit, walking and biking. Investments should prioritize improvements to these modes.</p> | <p>The Metropolitan Council and the Transportation Advisory Board (TAB) agree with and support expanded funding for transit, travel demand management, biking, and walking projects. The Transportation Improvement Program includes a robust investment in transit that will support the building of the Green Line Extension, Blue Line Extension, Gold Line, Rush Line, and B, E, and F lines. There is also a substantial investment in transit bus replacements, modernization, and service expansion projects. While the TIP generally does not include locally funded bicycle and pedestrian projects, the TAB invests in bicycle and pedestrian projects through the Regional Solicitation. In 2020, TAB funded all pedestrian applications and 11 multi-use trail and bicycle projects. In addition, roadway projects often include multimodal improvements like new sidewalks, trails, or enhanced crossings. The needs for these types of projects outweighs the funding; however, especially given the increases in the number of people biking and walking in recent decades. Most bike and pedestrian projects are locally initiated and locally funded, but the Council has done work or is doing work to encourage local governments to do more proactive transit, bicycle, and pedestrian planning. The Council created a Regional Bicycle Transportation Network in 2014 and has</p> | <p>24</p> |

| Topic | Comment summary | Response | Commenter number |
|--|---|---|------------------|
| | | <p>subsequently updated and improved the network. The Council also studied bicycle system barriers and prioritized locations that should be addressed. The Council is currently leading a pedestrian safety action plan to identify strategies for eliminating pedestrian fatalities and serious injuries in the region. And the Council is just beginning a travel demand management study that will help identify ways to encourage travel that is not single-occupant vehicles during the peak period, particularly emphasizing other modes like transit, biking, and walking. The intent of these regional efforts is to help identify needs for the Regional Solicitation and to encourage local governments and transit providers to plan for and prioritize these projects in their investments, since they are the primary implementers of these types of projects. These studies and investment needs analyses will feed into the 2050 metropolitan development guide update and the 2050 Transportation Policy Plan. Funding structures are likely to be revisited in more depth as part of the regional visioning process. The Council and Transportation Advisory Board encourages you to stay involved in the discussion as the region continues to discuss regional transportation investment priorities.</p> | |
| TIP structure | <p>I don't believe the TIP is structured in a way that facilitates the massive investments in sustainable transportation.</p> | <p>We agree that the TIP must be consistent with the region's Transportation Policy Plan (TPP), which has a wide variety of goals, objectives, and strategies. While some projects may be consistent with all the TPP goals, other projects may more specifically target just one of the TPP goals. Most of our highway projects have strong multimodal elements and this is called for in the TPP and prioritized in our project selection processes.</p> | 26 |
| Traffic fatalities and serious injuries targets | <p>given my particular concern for bicyclist, pedestrian, and transit-user safety, I am disappointed and mortified by the targets identified in Table 2 of the Draft TIP (page 17). The Final TIP should be updated to provide a specific goal date—no later than 2027—by which the Council aims to eliminate vehicular fatalities.</p> | <p>Thank you for your comment. The Council agrees that any people dying or being seriously injured from traffic crashes is unacceptable. We will include your comments for consideration in our discussion with our local partners when setting the 2022 annual targets. The Council is currently leading a pedestrian safety action plan to identify strategies to eliminate fatalities and serious injuries for people walking and rolling in the region. The Council will also be expanding its safety planning work to help elevate the need to end traffic deaths and serious injuries in the region through working with our partners across the region, including state and local governments.</p> | 129 |
| Transit | <p>Do not support decriminalization of transit fare evasion, should be</p> | <p>The Metropolitan Council concurs that fare evasion should result in a penalty because fare revenue is a critical component of funding our transit</p> | 83 |

| Topic | Comment summary | Response | Commenter number |
|---|--|--|------------------|
| | consequences for not paying transit fare. | system. However, the Metropolitan Council does not believe the current system to address fare evasion is effective. Under Minnesota State law, the penalty for not paying a transit fare is a misdemeanor, and the offense carries an approximately \$180 fine. In practice, very few of these citations result in fines paid through the judicial process. In response to this ineffective approach to penalizing fare evasion, the Metropolitan Council has pursued administrative citation authority for fare evasion since the 2019 legislative session. The administrative citations alternative would mean that the penalty for fare evasion would be handled “in house” as opposed to going through the judicial system. The fine would be set by the Metropolitan Council and the fines would be paid to the Metropolitan Council to help cover the cost of the administrative citations program. | |
| Transit expansion | Finish transit project Eden Prairie to downtown | The Green Line Extension light rail project is currently under construction and the final opening date is still being determined. | 45 |
| Transportation emissions reduction | Consequences of CO2 emissions are clear and transportation is an opportunity to pursue reductions more aggressively. | The Metropolitan Council and the Transportation Advisory Board acknowledge the urgency and importance of mitigating climate change for the benefit of all residents of our region and our planet, but especially those traditionally underrepresented with the least ability to adapt to a changing climate. We acknowledge the transportation sector is a leading contributor to climate change in Minnesota and in the United States. We are undertaking several efforts to advance climate mitigation including: an internally focused climate action plan that is now underway; a study that will provide technical background and evaluate potential strategies to accelerate the adoption of electric vehicles; investments in transit electrification and the development of a zero emission bus transition plan; a regional travel demand management study that will review best practices to update our strategies and hold on to as many telecommuting gains made during COVID-19 as possible; and a regional transportation and climate change measures study that will prepare us to more directly consider climate change as we evaluate infrastructure investments and policy direction. We are also working toward a new 2050 metropolitan development guide and 2050 Transportation Policy Plan, anticipated to be adopted in 2024. The development of these guiding documents will provide opportunities for additional public input and technical analysis that can lead to additional policy and investments to support climate mitigation. | 115 |

| Topic | Comment summary | Response | Commenter number |
|----------------------|---|--|------------------|
| VMT reduction | We need to drastically reduce vehicle miles travelled. Global heating is becoming unbearable—Portland reached 115° last week. Let's reduce single occupancy vehicle trips to 50% of trips instead of 75%. | The single-occupancy vehicle target is federally mandated. Per federal rules, the target must be achievable and not visionary. Based on recent trends, the SOV target is aggressive. | 23 |



390 Robert Street North
Saint Paul, MN 55101-1805

651.602.1000
TTY 651.291.0904
public.info@metc.state.mn.us
metro council.org

Follow us on:
twitter.com/metcouncilnews
facebook.com/MetropolitanCouncil
youtube.com/MetropolitanCouncil