

PUBLIC COMMENT REPORT

2025-2028 Transportation Improvement Program

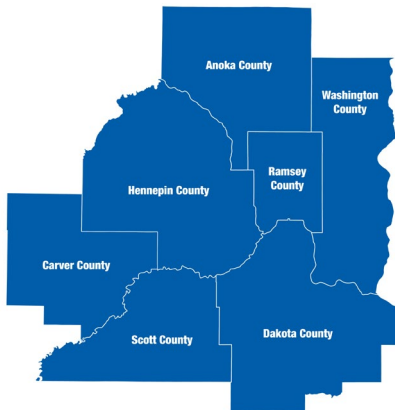


August 2024

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

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

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Background

The Metropolitan Council sought public comments on the region's draft 2025-2028 Transportation Improvement Program (TIP) between May 19 and July 1, 2024. The Met Council hosted a public meeting on June 18, 2024. The Met Council proactively promoted availability of the comment draft and public meeting, advertising them through social media and other means.

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

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

People engaged

- Web page
 - 430 unique visitors
- Facebook post
 - 1,852 people reached
 - 125 engagements
- X Post
 - 329 impressions
 - 3 engagements
- GovDelivery 1
 - 2,908 unique opens
 - 26 unique clicks
- GovDelivery 2
 - 2,924 unique opens
 - 506 unique clicks

Methods used

- Web page notice
- GovDelivery email announcements
- Facebook
- X
- Star Tribune classified advertising
- Public meeting (virtual)

Comments received through

- Email
- Web form
- Public meeting

Engagement Themes

- Seventy-one comments were related to the bridge repair and replacement projects (SP #s 2781-544, 6282-216, 6282-224, 2781-528, and 2781-555) within the Rethinking I-94 study area. Sixty-eight of those comments opposed these actions based on the improvements being completed before resolution of the Rethinking I-94 study and the prospect of the investments influencing the outcome. Three were in support of the projects due to bridge safety and preference that I-94 remain a freeway.
- Four comments expressed opposition to removing the left turn lane to Broadway from northbound MN 280 (SP #s 6242-87 and 6242-87S).
- Four comments expressed opposition to changing I-94 away from its freeway status, while two expressed a preference for that change (along with mention of this from several commenters in the first bullet).
- Four commenters requested removal of the MnDOT Highway 252 projects (SP #s 109-010-007, 109-010-007F, 027-709-029, 110-010-010, and 2748-65), citing community opposition and shortfalls related to meeting TPP and Hennepin County goals.
- Twelve comments were related to modal preferences.
- Two suggested strong focus on the environment and greenhouse gas reduction.

Comments and Responses

The table below contains written comments as received and paraphrased summaries of verbal comments in the public meeting, along with a response from Met Council staff. Comments are ordered alphabetically by first name.

Commenter	Topic	Comment	Response
Benjamin Lester	Document Feedback	<p>Thank you for your work on our state's infrastructure. I have three concerns with the Draft 2025-28 TIP:</p> <p>Concern #1 This document does not include an analysis of Vehicle Miles Traveled reduction targets for projects. Meanwhile, it includes analyses of congestion and truck delay performance measures. For example, on page 18 of the TIP, you note that the council has elected to adopt MnDOT's targets for the truck travel time reliability index measure. Can you add analysis and discussion on whether the vehicle miles traveled reduction targets will be met? The VMT reduction targets are specified in the most recent STIP: https://www.dot.minnesota.gov/measures/vehicle-miles-traveled.html</p> <p>Concern #2: You have included bridges that span I-94 that are included or near the Rethinking I-94 highway section. Since MnDOT is still in the Rethinking I-94 process, it would be unwise and potentially wasteful to invest in these bridges before a final alternative is selected. I ask that you do not schedule repairs or solicit bids prior to selection of a final I-94 project alternative. Are they truly in critical or deficient condition such that immediate repair is warranted? I do not see the justification for this premature bridge repair.</p> <p>Concern #3: Similar to #2, you have included projects on I-394 near the I-94 interchange. MnDOT is preparing a report to direct projects in this exact section of highway. Project number 2789-174 should be paused until the MnDOT report is finalized. As context, I am part of the MnDOT workgroup, led by MnDOT planning director David Elvin, evaluating changes to this part of the highway, which they refer to as the "Elbow". Please pause all bridge repair in the "Elbow" section. The "Elbow" section includes highway within approx 1 mile of the 394/94 interchange in Minneapolis.</p>	<p>Thank you for your comments.</p> <p>The new state statute regarding GHG emissions will go into effect on February 1, 2025 and will affect any project entering the Transportation Improvement Program after that date.</p> <p>The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Patricia Thompson	Document Feedback	<p>I have already commented at the public session on a specific project in the TIP.</p> <p>This set of comments is more general. While it seems as though the overall funding direction in this TIP is heading in the right direction, compared to the past, with highway/road funding lower than transit, the state goals for reducing VMT and greenhouse gas emissions to reach our state-mandated carbon reduction targets are not in the general discussion.</p> <p>The document also doesn't acknowledge the recent legislation that requires all Minnesota highway projects to undergo an assessment of their effects on VMT and greenhouse gas emissions before they can be approved. This should be highlighted in the section of the document where other legislative requirements are discussed.</p> <p>There should be no money for any expansion projects, whether those are minor changes to relieve spot "congestion" lane additions, or entire new builds.</p> <p>I know these comments are for the TIP, but that should go for the STIP as well. I was ashamed to see that of all 148 federal RAISE grants recently awarded, only 2 were for expansions - and one of those is in Minnesota.</p> <p>The time is now to use our state and federal tax money to create the climate-resilient transportation infrastructure we will need, not the infrastructure of the past.</p>	<p>Thank you for your comment. The new state statute regarding GHG emissions will go into effect on February 1, 2025, and will affect any project entering the Transportation Improvement Program after that date.</p>

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Benjamin Werner	Document Feedback	Please prioritize bicycling and public transportation! Cars are not good for health, wealth or the environment.	Thank you for your comment. The Met Council has several ongoing and future projects aimed at reducing greenhouse gas emissions via electrification and the reduction of vehicle miles travelled. New goals, objectives, policies, and actions in the draft 2050 TPP will codify the Council's commitment to reducing greenhouse gases. Beyond policy changes, there are now dedicated federal funding sources coming to the Met Council for projects that reduce carbon in the transportation sector and increase system resiliency. In addition, the new regional sales tax directs \$24 million to the Transportation Advisory Board (TAB) for active transportation projects. All combined, there are record levels of investment in transit and active transportation in this region that will benefit the environment.
Kyle Bagley	Document Feedback	<p>Hello I am a resident of downtown Minneapolis and the freeways are a huge hurdle to get around and cause tons of pollution we need to fix the way we think about highways and freeways in cities. They should be removed and replaced with boulevards and high frequency transit. We need to get serious about climate change transportation is the biggest CO2 emitter. We need to listen to the will of the people and get rid of the urban freeways in Minneapolis and St. Paul. We also need to build roads for more than cars. We should have wide sidewalks with trees, protected bike lanes, and public places to sit and enjoy being outside. We should rebuild every road with traffic calming like raised intersections bump outs and speed bumps to slow cars down. We need to build roads with speed limits in mind and not make city streets into highways. We can do better and I hope this reaches you cause I'm the future of the city because I'm 23 years old and will have to live with the decisions you guys make. We can do better!</p> <p>Thanks</p>	Thank you for your comments. The Metropolitan Council is continually studying our transportation system for improvements that benefit all users. Specific to your comment, the Council will be leading a study of freeway harms that will investigate issues related to freeways in the metropolitan area. This study may be limited to principal arterials (e.g., Interstates like I-35W) and minor arterials (major non-highway roadways) so it will not study city streets.
Evan McHugh	Document Feedback	Please don't include any more car bridge expansion, we have enough focus the money on biking and walking	Thank you for your comment. Investing in the transportation system of the metropolitan region is guided by the goals and objectives in our transportation policy plan which is currently being drafted and will be released for public comment. Your comments will be forwarded for consideration in the 2050 TPP.

<p>David Mulla</p>	<p>MN 252</p>	<p>The MnDOT Highway 252/I-94 Project should be removed from the TIP funding list.</p> <p>FIRSTLY: MnDOT claims that its evaluation process for Hwy 252/I-94 project alternatives is consistent with the Met Council's Transportation Policy Plan (TPP). In reality, as shown below, MnDOT picks and chooses primarily the parts of the TPP that focus on transportation objectives and uses them to evaluate project alternatives. MnDOT largely ignores TPP goals and objectives that focus on equity, environmental justice, and community cohesion in underrepresented communities when it comes to evaluating project alternatives.</p> <p>For example, the following assumptions were used by MnDOT to evaluate the interchange access combinations for the Hwy 252 four-lane and six-lane freeway elements. These criteria are based on the Metropolitan Council Transportation Policy Plan (TPP) criteria for preliminary interchange access approval. The following list summarizes Metropolitan Council (TPP) criteria for preliminary access approval.</p> <p>Bullet list of TPP criteria, with critique of results follows:</p> <ul style="list-style-type: none"> • TPP Criteria 1: Consistency with local and regional planning: supports local comprehensive plans approved by the Metropolitan Council as well as approved state and regional plans. This criteria is not satisfied, since MnDOT's Purpose and Need statement and evaluation criteria do not address many of the desired outcomes outlined in the TPP. TPP desired outcomes not addressed by MnDOT include equity, livability and sustainability (see TPP pp 15). In particular, TPP Goal 5 (pp 66-67 of TPP) dealing with a Healthy Environment and Air Quality is totally ignored, as MnDOT did not screen any alternatives in the SDD for air quality or impacts of air quality on human health. Further, MnDOT did not address the air quality objective to reduce transportation-related air emissions (TPP pp 66). The TPP states that a special emphasis will be put on avoiding, minimizing and mitigating (air quality) impacts on people and the environment, especially disproportionately high and adverse impacts to people of color or people with low incomes. MnDOT has not done this. • TPP Criterion 3: Functional classification: interchanges should connect principal arterial roadways to other principal arterials or a principal arterial to an A-minor arterial roadway. This criterion is not satisfied for any of the interchange combos recommended by MnDOT. Why are not all interchange combos rejected by FHWA? • TPP Criterion 4: Local roadway network and access management: regional travel demand and operations for the principal arterial system should take precedence over local or land parcel development and related access needs. This criterion is directly at odds with high level TPP directives to exceed Federal directives for equity and environmental justice in historically underrepresented communities (TPP page 18). It is also at odds with TPP directives to promote the development and enhancement of healthy, cohesive communities, while avoiding the historical mistakes of previous transportation decisions that encroached upon, divided, or displaced neighborhoods (TPP page 95). These historical mistakes have done great harm to communities of color and low-income populations in Minnesota, and the same mistakes are being repeated in the Hwy 252/I-94 project. It is completely inequitable for MnDOT to recommend only freeway alternatives in the EIS, when these alternatives seize and encroach upon up to 229 properties, 10 businesses and 3 churches. In contrast, MnDOT eliminated the 6-lane expressway (with permanent left turn lane safety improvements) which has no interchanges, virtually no property seizure, and is much more consistent with Equity and Environmental Justice goals in the TPP than the freeway alternatives recommended by MnDOT in the EIS. • TPP Criterion 5: Interchange spacing: interchanges should be spaced at a minimum of one mile apart (center to center) along a freeway. This directive is not satisfied for interchange combos 1, 2 and 4. Why were these interchange combos not rejected by MnDOT for future consideration? FHWA should reject MnDOT's proposals for interchange combos 1, 2 and 4. <p>SECONDLY: MnDOT's recommended freeway alternatives fall FAR short of Hennepin County's</p>	<p>Thank you for your comment. The Council will share it with MnDOT.</p> <p>Regarding your first point on the Preliminary Interchange approval process, few projects meet all desired outcomes in the TPP. This project has a more direct relation to the Access to Destinations, Safety and Security, and Competitive Economy goal areas. The three Highway 252 interchanges have already passed the Appendix F Met Council/MnDOT Preliminary Interchange Approval Process. However, this approval does not directly provide funding for the projects or imply that this is the only solution that may provide benefits at these locations.</p> <p>Regarding your second point, the Greenhouse Gas Impact Assessment legislation affects projects not yet in the TIP, with the rationale being that projects this far along in the process have undergone a great deal of effort and expense. Projects not in the TIP by February 1, 2025, are subject to the new law.</p> <p>Regarding your third and fourth points, as mentioned above this will be relayed to MnDOT. The Transportation Improvement Program (TIP) comes late in the development process and project sponsors have generally run through all their project alternatives by the time the TIP is enacted.</p>
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goals for reducing Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions and so do not meet regional transportation goals. FHWA and Met Council should insist that MnDOT's recommended alternatives are consistent with county goals.

MnDOT has not mentioned, even once, the possibility of expanding service on the Northstar light rail line to reduce traffic on Hwy 252/I-94 which is key to reducing VMT and GHG emissions. The Northstar light rail serves the same northern suburbs that Hwy252/I-94 serves. FHWA should insist that the EIS consider expansion of the Northstar light rail service as an alternative to expanding Hwy 252/I-94.

The passage of a recent Minnesota Climate Impact Assessment law allows freeway projects to be removed from the TIP if they do not significantly reduce GHG and VMT. MnDOTs suggested freeway expansions along Hwy 252 and I-94 are o inconsistent with the new law. Public opposition to MnDOTs freeway expansion has been vociferous and the cities of Minneapolis and Brooklyn Center have indicated they will not give municipal consent for freeway expansions. TIP should take the initiative of removing the Highway 252/I-94 project so it can begin again under the auspices of the new law that addresses real concerns of the people living along Highway 252 and I-94, not the narrow transportation is king fantasies of MnDOT.

THIRDLY: Conversion of Hwy 252 to a 6-lane freeway doubles traffic, significantly increases heavy diesel truck traffic and is not the safest alternative, rather that was the low speed 4-ln freeway which MnDOT already eliminated without considering air pollution impacts of freeway alternatives. We don't want a freeway which increases air pollution and associated respiratory deaths and hospitalizations. MnDOT has never intended and does not intend to evaluate cumulative impacts of traffic induced air pollution on the respiratory and cardiac health of BIPOC communities living within one mile of I-94 and Hwy 252 during high risk events such as winter inversions and summer fires. MnDOT is pursuing freeway alternatives and selecting interchange combinations without consideration of air quality impacts. For example, how will an interchange at 66th that has 10,000 vehicles that daily accelerate and decelerate using buttonhook interchanges with the proposed 6-lane freeway impact traffic induced air pollution on BIPOC communities living within 1 mile of the proposed interchange during high risk events such as winter inversions and summer fires? MnDOT should not select freeway alternatives and interchange combos without considering such issues holistically (rather than only considering traffic volumes, transit times, and numbers of properties affected) in comparison to how community preferred alternatives such as a 6-lane expressway with permanent safety features perform on the same metrics. Met Council should remove MnDOTs Highway 252/I-94 project from the TIP list of projects to be funded.

FOURTHLY: MnDOT's Purpose and Need Statement for the Hwy 252 / I-94 project is inequitable because it is too narrowly focused on transportation criteria - emphasizing increased car and heavy freight truck traffic numbers and speeds, and unnecessarily expanding to the largest possible freeways through Brooklyn Center, Brooklyn Park and North Minneapolis - with only a limited and superficial screening for social, economic and environmental impacts. Met Council should remove MnDOTs Highway 252/I-94 Project from the TIP list of potentially funded projects for this reason.

As a result of the narrow P&N statement, these narrow transportation criteria have eliminated other project design alternatives - including community preferred non-freeway alternatives and a low speed four lane freeway- that are less harmful and more beneficial to our local communities with regards to safety, health, environmental, neighborhood integrity, community livability, and other equity impacts.

Members of the public, elected officials (Brooklyn Center) and Federal agencies (US EPA) have repeatedly called on MnDOT verbally and in writing to broaden the Purpose and Need Statement include health, environment and equity from 2021 to the present, and to add in new evaluation criteria for health and equity. I call on the FHWA to discard MnDOT's narrowly focused Statement of Purpose and Need and replace it with a broader P&N statement that weights health, environment, community livability and equity more heavily.

Decision-making by MnDOT on which alternatives to recommend is largely based on narrow transportation criteria in a flawed Purpose and Need Statement that fails to include proper

Commenter	Topic	Comment	Response
		<p>consideration for health, environment and equity issues.</p> <p>MnDOT's decision to ignore public comment for a broader, more equitable Statement of Purpose and Need resulted in them recommending freeway alternatives that have few local benefits. The fact that the current EIS only includes these freeway alternatives gives us false choices about relatively unsubstantive differences such as whether or not there should be toll lanes or which intersections should be converted to an interchange, rather than broader choices that provide wide latitude in number of cars and trucks conveyed and related impacts on property seizure and encroachment, air pollution and human health, and safety.</p> <p>These wider choices are critical for the people living in N. Minneapolis, Brooklyn Center and Brooklyn Park, which each have over 60% BIPOC populations, with lower incomes and the highest rates of asthma and COPD in Minnesota. Met Council, get the knee of MnDOT's inequitable Purpose and Need Statement off our neck by removing the Highway 252/I-94 project from the TIP, because we can't breathe.</p>	
Alex Burns	MN 252/ I-94	<p>Public meeting comment: The I-94/MN 252 expansion project inclusion in the TIP undercuts the stated Metropolitan Council goals for equity. This project will demolish homes for the completion of this project. The community has stated opposition to this project. This project has been rammed through the process and perpetuates harms that have identified in previous highway projects. The TIP includes 7 bridge projects within the I-94 corridor representing \$100 million of investment in a corridor that is currently being evaluated. This biases the process against the at-grade alternative during the Rethinking 94 project. Are there less-costly measures for the bridge maintenance needs?</p>	<p>Thank you for your comments. They will be passed onto MnDOT.</p> <p>The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Soren Stevenson	I-94 Bridge Rehab	<p>This plan should not include the bridges that span I94 in the rethinking I94 project area. It has not been officially decided whether those bridges will even be necessary in the future so there is no justification for investing in them now.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Tyler Gilbert	I-94 Bridge Rehab	<p>The investments in the I-94 bridges between Minneapolis and Saint Paul should be removed from the STIP until it is determined what the future is for this stretch of 94. While any structurally necessary repairs should be made, we shouldn't waste money on these bridges which may need modification/removal under a larger project for the corridor.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Erich Vransy	I-94 Bridge Rehab	<p>Plans to improve bridges in or near the Rethinking I-94 area should be delayed until the plans for I-94 are finalized. Doing work on the bridges before would either waste money and resources or nullify the public engagement process.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
James Johnson	I-94 Bridge Rehab	<p>I'm greatly concerned by the plan to redo multiple I-94 bridges now, before decisions have been made about I-94's future (the "Rethinking I-94" process). Since repairs reportedly are not needed urgently except for the Riverside bridge, it would seem much more prudent, and respectful to the decision-making process about I-94's future, to defer this expensive bridge work until the big picture has been clarified. To do the work now risks wasting a lot of money (if the bridges get removed or reconfigured as part of an I-94 redo), or unfairly biasing the I-94 decision making toward sticking with the status quo.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
James Slegers	I-94 Bridge Rehab	<p>MNDOT is currently in an engagement process working to define the future of I-94 between St Paul and Minneapolis, including a variety of options to narrow or fill the below grade trench of the current highway.</p> <p>This plan includes rebuild work on seven of the overpass bridges along that stretch - bridges which individually are mostly not in poor condition. The particular need for those bridges may change depending on the final plan for I-94, especially with any changes to the profile of the trench.</p> <p>Please do not commit to any bridge projects that may be obviated or required to change based on the future configuration of I-94 which is still under determination.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Sylvie Hyman	I-94 Bridge Rehab	<p>Please do not waste \$20 million on bridges that will not be needed once i-94 is replaced with the best option for the communities living near the corridor.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Paige Friedrich	I-94 Bridge Rehab	<p>We should wait until there has been a final decision on what is going to happen with i94 before we tackle bridges.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>

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Josiah Gregg	I-94 Bridge Rehab	My comment pertains to the bridges over I94 that have recommend repairs. I believe these are included in 2781-544, 6282-224. I don't believe there should be any new investments that directly affect I94 until a decision has been made for the corridor. New investment in the infrastructure that supports I94 would sink new costs into I94, and thus tip the scales in favor of keeping the highway. That is unacceptable given the public opposition to rebuilding the freeway. As a side note, I also think that this should pertain to the highway 280 work (6242-83AC), as removing that highway should be part of the larger conversation of rethinking I94.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Eli	I-94 Bridge Rehab	Why are we planning on putting money towards bridges over a stretch of I94 that is set to change in the next 5 years? It seems wasteful to spend money on bridges that may have to be redone again as part of Rethinking I94.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Patrick Sharkey	I-94 Bridge Rehab	All bridges covered that cross I-94 need to be removed from this plan until a decision has been made for the Rethinking I-94 project. Do not rebuild these bridges until we know the plan for the highway. Do not waste taxpayer money by rebuilding these bridges before we even know if they will be needed.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Derek Welter	I-94 Bridge Rehab	No investment in I94 let the rethinking project do its work!	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Gretchen Anderson	I-94 Bridge Rehab	The seven bridges proposed in the TIP must be removed from the document until a final project alternative is selected and the future of I-94 is determined. I would love to see a regional light rail be built instead of expanding the highway and I feel that selecting seven bridges for repair or rehabilitation in advance of picking the final I-94 project alternative flagrantly and unwisely tips public and engineering sentiment toward rebuilding the highway to justify the sunk cost of the improved bridges. This premature action also has the potential to limit project alternatives, in part by influencing their designs based on the size, location and contours of existing bridges. Furthermore, it may be construed as violating the intent of the environmental impact statement (EIS) process.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Will Fenner	I-94 Bridge Rehab	Please remove bridges in the I94 corridor from the TIP. Let's decide the future of I94 before investing a lot of money into bridges that could be torn down a few years later.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Ben	I-94 Bridge Rehab	Please do not include any bridges near on or 94 in the TIP this year. These bridges will soon be unneeded with the hopeful remove of I94. Please don't consider rebuilding these bridges until the work of rethinking I94 is completed.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
August Schultz	I-94 Bridge Rehab	Please pause all considerations of repairs of bridges in satisfactory or fair condition that fall within the Rethinking I-94 project area until MnDOT has selected a final design. It would be fiscally irresponsible to go ahead with major infrastructure spending on structures that could need to be torn down or replaced anyway depending on what MnDOT decides to do with I-94.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.

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Zachary Bodenner	I-94 Bridge Rehab	<p>Hello,</p> <p>Thank you for taking the time to take public comments on the TIP proposal for 2025-28. I am a resident of Minneapolis who previously lived in St. Paul and I use I-94 semi-regularly.</p> <p>I am writing to encourage MNDOT to delay rehabilitation of bridges spanning that highway until after a finalist is selected for the Rethinking I-94 process. Quite frankly, investing in bridge repair now will strip much of the “rethinking” portion of that project. I personally am very much in favor of the at-grade options of that project and bridge repairs now would essentially take those options off the table, or at the very least represent a tremendous waste of money even if an at-grade option is selected. Especially considering that none of the bridges are rated as lower than “satisfactory” condition, it seems like a premature expenditure regardless of the result of the rethinking I-94 process.</p> <p>Again, please consider delaying work on these bridges, and least give the at-grade options a fighting chance.</p> <p>Thank you, -Zach Bodenner</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Quentin Cochran	I-94 Bridge Rehab	<p>I strongly urge you to implement the Twin Cities Boulevard and 94Rail Coalition plans and work to decommission the bridges over I94 rather than rebuilding them.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Paul Kwiecinski	I-94 Bridge Rehab	<p>Please coordinate all planned projects towards the best long-term solution. I believe that rethinking I-94 away from a highway is the best solution for the twin cities. Capacity exists to redirect thru traffic, and reclaiming land for homes and businesses will broaden the tax base, making both cities stronger with increased economic viability. Thank you.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing. The Metropolitan Council and the Transportation Advisory Board (TAB) acknowledge the importance of providing transportation alternatives beyond the automobile. The Metropolitan Council and the 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>
Seth Bose	I-94 Bridge Rehab	<p>Please pause the reconstruction of the bridges along I-94 until after the I-94 reconstruction option has been selected. By reconstructing the bridges now, MNDOT is being incentivized to keep the highway the way it is through sunk cost, even though the highway has been shown to have disastrous impacts on the environment, health of citizens, and our cities in general.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Serafina Scheel	I-94 Bridge Rehab	<p>It is premature to consider replacing bridges over i-94 that are not in need of repair until the Rethinking i-94 process has settled on a project. This either tips the scales to a predetermined result, or is a bad-faith move designed to subvert public engagement. Piecemeal planning is never a good idea.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Laura Mitchell	I-94 Bridge Rehab	<p>Please remove the seven bridges proposed in the TIP from the document until a final project alternative is selected and the future of I-94 is determined!</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Nathan Anderson	I-94 Bridge Rehab	<p>Please wait to spend money on rehabbing any of the bridges in the rethinking I94 area unless in urgent need of repair until MNDOT decides what will be done.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>

Commenter	Topic	Comment	Response
Alicia Valenti	I-94 Bridge Rehab	<p>Hello! There are seven bridges spanning the Rethinking I-94 project area that are included in the draft TIP for repair or rehabilitation, six of which are in fair or satisfactory condition (the one exception being the Riverside Ave bridge, which is structurally deficient). I am writing to ask that repair and rehab of the six bridges in fair/satisfactory condition be removed from the TIP at least until a decision has been made on the scope of the I-94 project. I am concerned that investing \$20M in bridge repair will tip the scales of the Rethinking project toward maintaining the highway in its current condition to justify the sunk cost of recently-rehabilitated bridges. Furthermore, construction work on these bridges may limit alternatives for future I-94 work based on the size and location of the bridges.</p> <p>Thank you!</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Matthew Miller	I-94 Bridge Rehab	<p>Please stop adding car/truck lanes to streets and roads in the MSP area. Not only is it incredibly expensive with no corresponding increase in surrounding property values, but it destroys value by increasing car volumes and speeds near homes making it more dangerous to live and work in these place, increasing air and noise pollution, and removing shade trees and water absorbing plants. The additional asphalt also exacerbates the problems of stormwater collection and extreme summer heat. I suggest that you take the funds that would be invested in additional road capacity and invest them instead in improving transit operations, bike infrastructure, and making streets that are safe to walk along. Each of these modes is significantly more space efficient and thus require significantly less infrastructure/cost than automobile travel. Cars are useful tools; please do not mistake them for the only possible transportation tool.</p> <p>On a related note, please do not invest money into fixing functional bridges over the 94 trench in St. Paul and Minneapolis. Push MNDOT to remove the highway and replace it with a surface street, park, housing, or commercial space. This will create more productive and taxable land that will help cover the cost of the region's transportation needs.</p> <p>I urge MetCouncil to develop a vision for the level of transit service that would be necessary for someone living in a core neighborhood without a car to have similar access to jobs/recreation/shopping/etc. as someone with a car. I live within a 5 minute walk of the Green Line and using public transit to get anywhere else in Minneapolis or Saint Paul comes with a 2-3x time penalty (e.g., 15 min drive vs. 40 minute transit trip). This is true even for locations on the green line. This is the main reason why I rarely use public transit. I would expect any additional funding to provide improved consistency (so I know when to expect the ride and that I can make my connection), frequency (to decrease my time waiting), and speed (to decrease my time in the vehicle). In my view, Met Council doesn't have a clear view of what an acceptable level is for each of those items or hold itself accountable to matching/exceeding the levels met by top international cities of similar size (Montreal, Melbourne, Barcelona, Hamburg, Amsterdam, Sapporo, Copenhagen).</p>	<p>Thank you for your comment. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing. The Metropolitan Council and the Transportation Advisory Board (TAB) acknowledge the importance of providing transportation alternatives beyond the automobile. The Metropolitan Council and the 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>
Nathaniel Jung	I-94 Bridge Rehab	<p>I am a Saint Paul resident that lives in South Saint Anthony Park and within a half mile of I-94. As MnDOT continues its review of the Rethinking I-94 project, I think it is prudent to consider the possibility of MnDOT choosing a boulevard conversion option when selecting bridge projects for the TIP. Spending money on repairing bridges that may not need to exist would be a waste of taxpayer dollars and is not fiscally sound. Bridges that are in dire need of maintenance should still receive said maintenance, but full bridge repairs and reconstructions should be held off until MnDOT selects their final option.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Kenton Timothy Briggs	I-94 Bridge Rehab	<p>Please remove the seven bridges that span I-94 for rehabilitation or repair. All of the bridges fall within or near the 7.5 mile "Rethinking I-94" project area. By including these seven projects in the TIP, it could force MnDOT to select to keep or even expand the current I-94 to the detriment of the health of those living near I-94, including the Historic Rondo Community. This would further cement the negative impacts of I-94 on minority communities for another generation. Instead, wait till MnDOT decides how they want to proceed. If MnDOT ultimately chooses an at-grade boulevard all this money used on these bridges would be wasted. Currently, all the bridges except one are listed in satisfactory or fair condition, meaning they do not need to be replaced immediately. They can wait till MnDOT makes a decision on "Rethinking I-94".</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Stephen Shaw	I-94 Bridge Rehab	<p>Please do not include bridges on I-94 (highway project 10) because MnDOTs continued rethinking I-94 project. Investing money into I-94 makes it less likely to be seriously considered for genuine change in the future such as converting it to an avenue and getting rid of the highway.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>

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Jeanne Kaplan	I-94 Bridge Rehab	The seven bridges proposed in the TIP must be removed from the document until a final project alternative is selected and the future of I-94 is determined. Also please include regional rail in this project. We need more rail alternatives to driving as the planet is heating up partly due to gas vehicles.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
David Blackwood	I-94 Bridge Rehab	Removing or substantially altering, I 94 as a fool's errand. Pollution is a fact of modern life, reducing it is a good thing yet slowing cars down and making them crawl through some phony ass utopic roadway is a joke. Leaving a bridge to collapse because you're not sure of what you're gonna do with an expressway it's not only irresponsible. It could cause the death of dozens or hundreds of people. this constant push to take transportation back in time is debilitating and non-sensical. there is zero proof that the I 94 corridor or Expressway is racist that's a child's point of view. These are all my opinion which I have the right to express even more so you asked for it. Keep 94 thriving!	Thank you for your comment. MnDOT and the Council are committed to bridge safety. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Jesse Dong	I-94 Bridge Rehab	Please do not work on the I-94 Bridges at this point if they are not in need of repair at this time. The rethinking I-94 project is an amazing opportunity for us to further develop the twin cities by exploring a public transit option that would be fast between the two downtowns and would bring amazing economic opportunities and impact. As someone who works downtown and travels frequently it would be amazing for us to have a much faster way to get from downtown Minneapolis to downtown St Paul. Anything we can do to obviate a need for a car for those visiting the downtown cities would do great wonders for those who have business downtown and those who come to explore all the amazing evening activities we have in the cities. Thank you.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Alec Werning	I-94 Bridge Rehab	The seven bridges proposed in the Transportation Improvement Plan must be removed from the document until a final project alternative is selected and the future of I-94 is determined. Investing in infrastructure that may need to be overhauled to better serve the community is not a good decision.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Jordan Dixon	I-94 Bridge Rehab	Please remove the bridges that lie within the "Rethinking I-94" corridor. Why waste money on something that may be removed or significantly changed in 4-5 years. Only one of these bridges is in a deficient state. It doesn't make sense to request funding when a final decision on the future of the corridor hasn't been made yet. Furthermore it looks as if the Met Council is trying to preempt possible reimagination for a healthier, safer, and more transport diverse corridor by sticking us with bridges thar only fit the mold of keeping everything the same. This is a slap in the face to those of us who live in the area and the years long process pf rethinking I-94.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Bob Close	Highway Project - 94 Bridge Rehab	I am an urban designer and landscape architect with 45 years of experience. I have worked extensively with both Minneapolis and Saint Paul during my career. I have worked with City traffic engineers and community groups and have provided design input for street layouts in new neighborhoods (such as Upper Landing in Saint Paul) and non-motorized systems such as the Midtown Greenway. I live about 8 blocks from I-94, on Minnehaha Ave. W. west of Snelling Avenue. The TIP report implies that some of the "Reimagine" options are being disregarded since the monetary expenditures would likely preclude moving forward with bridge removals for at-grade options. I believe this is inappropriate. The removal of freeways through the heart of cities is a growing movement, and while an expensive and challenging undertaking, it would bring the Twin Cities into alignment with other forward-thinking cities (Boston, San Francisco, etc.) and European cities, where city centers remain intact, pedestrian, bicycle and transit friendly - charming and walkable places. I encourage you to not include bridge work in the "Reimagine" corridor until the process of reimagining has been decided. To spend funds on bridges that could be removed would be short-circuiting an extremely important process. Thank you. Bob Close, FASLA	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing. The Metropolitan Council and the Transportation Advisory Board (TAB) acknowledge the importance of providing transportation alternatives beyond the automobile. The Metropolitan Council and the 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.

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Andrew Escobedo	Highway Project - 94 Bridge Rehab	The bridge repairs over I-94 between and within downtown Minneapolis and Saint Paul should not be part of this project. We should wait to repair or remove the bridges once there is a plan for what is to become of I-94. I see too many times, especially on local roads, where something is repaired and then damaged or replaced within a year because a larger rebuild project started. It's a waste of taxpayer money, especially in a case like I-94 where a boulevard replacement is the better option for the local community that uses the road the most.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing. The Metropolitan Council and the Transportation Advisory Board (TAB) acknowledge the importance of providing transportation alternatives beyond the automobile. The Metropolitan Council and the 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.
Carl Olson	Highway Project - 94 Bridge Rehab	Please keep 94 the way it is and maintain it for years to come!	Thank you for your comment. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Nick Kerber	Highway Project - 94 Bridge Rehab	Would fund nothing to expand the highway or repair bridges. Best option is boulevard for whole I-94 in the loop. San Francisco removed ugly freeway after 1989 earthquake we can do the same for I-94.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Thomas Selvey	Highway Project - 94 Bridge Rehab	Why are we planning work on these bridges before the plan for I94 is figured out? Wouldn't doing this work now either kneecap our ability too do some of the alternative designs or waste money if those bridges end up getting altered in a significant way by the finally rethinking I94 plan?	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Jerome Jacobsen	Highway Project - 94 Bridge Rehab	I-94 NEEDS to be rethought of as a public/pedestrian focused boulevard, REMOVE bridges from the TIP until the I-94 new plan has been settled on! It's time to right wrongs and center the community that actually lives in the I-94 corridor!!	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Matt Eckholm	Highway Project - 94 Bridge Rehab	Selecting seven bridges along the I-94 corridor for repair and rehabilitation would make it more difficult for the Rethink I-94 project to consider any of the burial/removal options. The current status quo of I-94 is one of air pollution, noise, and divided communities. Spending this money now would make it much harder for MNDOT to justify burial or removal of the freeway considering the sunk cost into the existing infrastructure. If Rethink I-94 ultimately does not choose one of these options, investing in those bridges after 2028 is always an option. Please allow the Rethink I-94 to proceed without a thumb pushed down on the status quo side of the scale. https://streets.mn/2024/06/28/investing-in-highway-bridges-could-mean-i-94-is-forever/	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Ryan Hayle	Highway Project - 94 Bridge Rehab	I want to voice my opposition to any bridge repair or upgrade work within the boundaries of the Rethinking I94 Project that isn't absolutely necessary right now. Until we know the outcome of the Rethinking I94 decision, we cannot predict what the needs of this area will be into the future, and it could result in many sunk costs should the new design require replacing or demolishing these bridges.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
David Clark	Highway Project - 94 Bridge Rehab	I believe this project needs to prioritize the Twin Cities Boulevard concept alongside building commuter, and light, rail tunnels underneath the boulevard in the I-94 corridor. These proposals ensure the reconnection of long-divided communities and the expansion of public transit in the Twin Cities Metro area.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing. The Metropolitan Council and the Transportation Advisory Board (TAB) acknowledge the importance of providing transportation alternatives beyond the automobile. The Metropolitan Council and the 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.
Andrew Duncan	I-94 Bridge Rehab	It is irresponsible to spend tax dollars on projects for sections of the 94 that may be dramatically altered in the near future. Figure out what to do with the 94 first, then repair the bridges if necessary.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.

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Brody Dean Halverson	I-94 Bridge Rehab	The bridges planned for the I-94 Corridor between Minneapolis and St Paul need to be reconsidered. There is an effort underway urging state planners to upgrade this freeway corridor to an at-grade boulevard, which would render these costly bridge improvements redundant. Modern research and changes in our understanding of urban planning, not to mention our state's climate goals, mean that the boulevard proposal is gaining steam, and must be properly considered. Premature planning or funding for these bridges would cut short a proper discussion about our options with this corridor.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing. The Metropolitan Council and the Transportation Advisory Board (TAB) acknowledge the importance of providing transportation alternatives beyond the automobile. The Metropolitan Council and the 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.
Kyle Knutson	I-94 Bridge Rehab	I'm not sure what all the hub-bub is about Interstate 94 It is going to stay where it is, and is being maintained the way it should be. People need to quit distracting the process with delusional plans of grandeur for the I 94 corridor. It is what it is and does what it was intended to do, VERY WELL. If you don't like living in the bees nest of the city, move to Farmington!!! In other words...Cut The [expletive] - removed in accordance with the Met Council policy on offensive language !	Thank you for your comment. This comment will be passed on to the Rethinking I-94 project team, as this project is ongoing.
Daniel Patrick Weber	I-94 Bridge Rehab	As a St. Paul resident and homeowner, I strongly oppose the inclusion of seven bridges between Highway 55 in Minneapolis and Marion Street in St. Paul in the TIP. These bridges fall in or near MnDOT's "Rethinking I-94" project area, and further investment in the existing configuration of roads will irrevocably prejudice a once-in-a-lifetime opportunity to undo decades of bad policy. I use many of these bridges on a weekly basis-to get to my daughter's doctor, to eat dinner on University Avenue, to get to our local yard waste dump-and there is no amount of "improvement" of these structures that could offer greater value to the Metro area than replacing I-94 with an at-grade solution requiring no bridges at all. Please do not repair these bridges until "Rethinking I-94" is completed. I want my daughter to live in a better city than the one I moved to, and removing a relic of racist 20th-century policy must be part of that change. Thank you for your consideration.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Jesse Peterson-Brandt	I-94 Bridge Rehab	It is premature to request funds for bridges along I-94 in St Paul and Minneapolis. We are in the middle of deciding the future of the I-94 corridor and we should wait to request funds for bridges until after that decision is made. That way bridge repair can be designed with the corridors intended use in mind.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Austin Meyer	I-94 Bridge Rehab	I encourage you to table i94 projects near the 7.5 mile corridors between Minneapolis and St. Paul until a final design for the reconstruction is confirmed. If the at grade option is chosen, these projects near the twin cities might significantly change based on the need and impacts of the project.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Mark D Anderson	I-94 Bridge Rehab	There's no reason we need an interstate highway between Minneapolis and St. Paul. Please do not invest more resources into polluting, unsustainable and community destroying car-centric infrastructure. The communities would be much better served if I-94 between the downtowns was replaced by a local road with adjacent trails and light rail/BRT.	Thank you for your comment. The Minnesota Department of Transportation (MnDOT) is currently exploring options in its Rethinking I-94 project. This comment will be passed onto the Rethinking I-94 project team.
Benjamin Werner	I-94 Bridge Rehab	Do not fix those bridges! 94 needs to be replaced with a boulevard asap! We need to stop prioritizing cars and trucks, and start prioritizing rail, public transit and bicycling!	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing. The Metropolitan Council and the Transportation Advisory Board (TAB) acknowledge the importance of providing transportation alternatives beyond the automobile. The Metropolitan Council and the 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.

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Sonja Mason	I-94 Bridge Rehab	<p>I received an email action alert telling me to tell you not to repair seven bridges that span I-94. I was shocked and outraged. I had a friend whose car was on 35W bridge when it collapsed, but he fortunately was in a section that did not fall into the river. Many peoples friends and family members were not so lucky. Please repair and rehabilitate these seven bridges. I fully support making sure that bridges receive timely and appropriate preventative maintenance and reconstruction.</p> <p>For the record, I am also opposed to the so-called Rethink 94 dogma-the myopic idea of removing I-94 from between Minneapolis and Saint Paul. Freeways are the arteries of our transportation system and without them, you will starve the commerce and the residence of the core city from the goods and services that they need. it would also divert traffic onto city streets, congesting and reducing the safety of streets like University, Thomas, Marshall, Selby and Summit.</p> <p>Please do not believe the action alert form letters sent in from anti-car activists from across the nation and their bots. The actual citizens and businesses in Minneapolis in St. Paul understand the importance of maintains a functional transportation system.</p>	Thank you for your comment. MnDOT and the Council are committed to bridge safety. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Brian Estervig	I-94 Bridge Rehab	<p>There are seven bridges that span I-94 slated for rehabilitation or repair which fall within or very near the 7.5-mile "Rethinking I-94" project area. These should be removed from the TIP until a final project alternative is selected and the future of I-94 is determined. Otherwise we may end up wasting money by fixing bridges that will then be removed, or unduely influence the process of choosing alternatives for I-94's future.</p> <p>Thank you</p>	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Daniel Waddell	I-94 Bridge Rehab	Remove the proposed 7 bridge rebuilds from the Transportation Improvement Program. We are not ready to enhance the bridges when I94 proposals are still being evaluated.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Ethan Knight	I-94 Bridge Rehab	Bridges along I-94 should not be considered because if an at grade boulevard is chosen by MnDOT then this is a waste of money.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Connor Carroll	I-94 Bridge Rehab	<p>Hello, I am writing to ask that you remove the seven proposed bridges over I-94 between downtown Minneapolis and downtown St. Paul, from the work outlined in the Transportation Improvement Program.</p> <p>With the future of I-94 still unclear, I am worried that an investment in these bridges, of this kind could later be used to justify keeping I-94 as is, or worse, expanding it. From the information in the Transportation Improvement Program draft, it's not clear that these bridges are in bad shape. If they are, I would be interested in learning more about this.</p> <p>Please delay this investment in these bridges until a specific alternative is chosen for Rethinking I-94. Thank you!</p>	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.
Samuel Barthell	I-94 Bridge Rehab	Please remove the seven bridges proposed on I-94 from the Transportation Improvement Program document until a final project alternative is selected and the future of I-94 is determined.	Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.

Commenter	Topic	Comment	Response
Mary Morse Marti	I-94 Bridge Rehab	<p>I would like to address the seven bridges listed for rehabilitation or repair in the draft 2025 - 2028 Twin Cities Metro TIP that fall within or very near the Interstate 94 "Rethinking I-94" project area between Hwy 55 Hiawatha Avenue in Minneapolis to Marion Street in Saint Paul.</p> <p>Selecting these bridges for repair or rehabilitation in advance of the final I-94 project alternative selection flagrantly and unwisely tips public and engineering sentiment toward rebuilding the highway to justify the sunk cost of the improved bridges. This premature action also severely limits options for project alternatives and violates the intent of the environmental impact statement (EIS) process.</p> <p>MnDOT is now in its 8th year of public engagement on the Rethinking I-94 project and is developing project alternatives. One or more selected alternatives will advance to the planning stage over approximately the next two years, with selection of a final alternative, funding and construction following closely thereafter.</p> <p>Among the 10 alternatives for I-94 are options that would change nothing about the current highway footprint, options that would remove the existing trench and highway (potentially for an at-grade boulevard), and even an option to increase lanes and expand the highway overall. Community members have asked MnDOT for further options, including regional rail.</p> <p>The seven bridges proposed in the TIP must be removed from the document until a final project alternative is selected and the future of I-94 is determined. These bridges are:</p> <ul style="list-style-type: none"> #27855 - Hiawatha #27859 - 17th #27863 - Cedar #9421 - Riverside #9350 - Mississippi River Pedestrian bridge west of 22nd Ave #62877 - Western (Saint Paul) <p>*The Marion Street bridge may also be part of the I-94 project although that is not clear.</p> <p>It would be a tremendous waste of taxpayer dollars and other public resources to schedule bridge repair or rehabilitation prior to selection of a final I-94 project alternative, only to have the bridges removed or substantially altered when the project is built in a few years. The current price tag for this work is in the tens of millions.</p> <p>There is no indication that any of the bridges in the draft TIP are in critical condition or otherwise in imminent danger of failing due to lack of maintenance. We have the time to do this properly.</p> <p>The Rethinking I-94 project affects hundreds of thousands of Minnesotans. The racial, social, transportation and economic inequities from the highway corridor are well documented. Emissions from highway traffic are known to cause lung and heart disease and cancer. Noise from the highway is a growing concern for dementia. Enormous public investments in highway bridge infrastructure now would seal these dangers in place for the next three generations.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Trey Lowe	I-94 Bridge Rehab	<p>There are 7 bridges over I94 that should not receive funding until the future of I94 is decided. The future of I94 is one of the most important decisions for the health and well-being of current and future residents for generations!</p> <p>Let's not pre-empt this decision by funding infrastructure which digs us into the hole of furthering decades of adverse health effects and financial distress.</p> <ul style="list-style-type: none"> #27855 - Hiawatha #27859 - 17th #27863 - Cedar #9421 - Riverside #9350 - Mississippi River Pedestrian bridge west of 22nd Ave #62877 - Western (Saint Paul) 	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>

Commenter	Topic	Comment	Response
Ted Ryan	I-94 Bridge Rehab	<p>Hello, I'm Ted, a resident of South Minneapolis and a downtown Minneapolis office worker. I'm writing in opposition to any new spending on I-94 between DT MPLS and DT STP.</p> <p>Do not support any improvements to I-94 with public dollars, whether BRIDGES, ramps, or other infrastructure. We have heard from communities near I-94 and from many Twin Cities residents that it is time to explore alternatives to the current highway and we should not spend millions of dollars on the unwanted and overbuilt burden that is I-94.</p> <p>The respiratory health risks, danger of injury/death from crashes, and waste of community land are all reasons to stop our current funnel of funding. This highway is a financial burden on all Minnesotans, and we should not spend another cent until we can plan for a better future. Thank you for your time. - Ted Ryan</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Daniel Waddell	I-94 Bridge Rehab	<p>Remove the proposed 7 bridge rebuilds from the Transportation Improvement Program. We are not ready to enhance the bridges when I94 proposals are still being evaluated.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Benjamin Halling Berglund	I-94 Bridge Rehab	<p>Hi Guys, we all know that I 94 is a terrible piece of infrastructure that has and continues to destroy communities throughout the metro and funding these seven new bridge projects would further cement that concrete division so please do not fund the seven bridges over 94.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Erica Eilers	I-94 Bridge Rehab	<p>I urge you to remove the 7 bridges of 94 proposed for work until the future of 94 is decided. Investing our dollars in those bridges at this time is at best irresponsible, and at worst subversive of the peoples will.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Anna Meyer	I-94 Bridge Rehab	<p>I implore you to remove funding for the I-94 bridges from the budget. I-94 through St Paul needs major construction soon, and a popular plan option is to reroute the interstate and replace the current I-94 trench with a boulevard, housing, and businesses. As someone who primarily gets around the cities by biking and public transit, the proposed highway alternatives would improve my quality of life, as well as that of everyone who lives near the corridor and suffers from the noise and air pollution.</p> <p>I'm concerned that funding these bridges will make a livable alternative to 94 more politically challenging due to a "sunk costs" mindset. We should wait to do this construction until the future of 94 has been determined.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Lewie Roberts	I-94 Bridge Rehab	<p>The seven bridges proposed in the Transportation Improvement Program must be removed from the document until a final project alternative is selected and the future of I-94 is determined. Selecting seven bridges for repair or rehabilitation in advance of picking the final I-94 project alternative flagrantly and unwisely tips public and engineering sentiment toward rebuilding the highway to justify the sunk cost of the improved bridges.</p> <p>This premature action also has the potential to limit project alternatives, in part by influencing their designs based on the size, location and contours of existing bridges. Furthermore, it may be construed as violating the intent of the environmental impact statement (EIS) process.</p> <p>It would be a tremendous waste of taxpayer dollars and other public resources to schedule bridge repair or rehabilitation prior to selection of a final I-94 project alternative, only to have the bridges removed or substantially altered when the project is built in a few years. The draft TIP shows no indication that any of the bridges are in critical condition or otherwise in imminent danger of failing due to lack of maintenance. The majority are listed in fair or satisfactory condition</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Scott Aran Boldt-Sutter	I-94 Bridge Rehab	<p>It strikes me as premature and financially reckless to plan to rebuild several bridges falling within the scope of the "Rethinking I-94" project area before choosing the final build alternative. Spending the money on the bridges now runs the risk of severely limiting the options available for I-94, including making an at-grade option much more costly. I would highly encourage MnDOT to come to a final preferred alternative for I-94 before committing to rebuilding any bridges in the corridor that do not need to be immediately rebuilt due to safety concerns.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>

Commenter	Topic	Comment	Response
John Evans	I-94 Bridge Rehab	<p>The bridges should not be rebuilt. Instead, the I94 trench between downtown Saint Paul and downtown Minneapolis should be filled in and replaced with an at-grade boulevard. This will reconnect Rondo and greatly increase property values along the mile-wide east-west swath that the freeway cuts through our cities.</p> <p>For those of us who live here between the downtowns the convenience of freeway access is outweighed by the ongoing cost of residential and commercial blight, as well as the health effects of pollutants from the freeway.</p> <p>In the fifty years since 94 was built we have learned a lot more about the health effects of tailpipe emissions, which are much worse than we thought. It's fortunate that tailpipe emissions are decreasing. However, we also know more about the effects of pollution from tires at high speed, and it's much worse than we thought. We also know more about the effects of noise pollution from freeways, which stresses human nervous systems.</p> <p>Saint Paul has at least 8 public schools within 1/2 mile of the freeway. There are many daycares as well. The measurable cognitive and respiratory damage the freeway inflicts on these thousands of children should be enough to convince you that this freeway is a bad idea, and that the ongoing costs are much greater than we thought.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
River Flom	I-94 Bridge Rehab	<p>The seven bridges proposed in the TIP must be removed from the document until a final project alternative is selected and the future of I-94 is determined.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Brian Gillenwater	I-94 Bridge Rehab	<p>I have concerns about funding bridge repairs and work in the i-94 corridor prior to an alternative being selected. The portion of i-94 between MPLS and STP should be removed. Please align the TIP with MNDot and community desires.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Liam Magistad	I-94 Bridge Rehab	<p>Please do not rebuild the bridges. Instead please refill the i94 trench to improve air quality in the central cities. It will make so much more space in the city and we will still be able to get around quickly.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>

<p>Nahid Khan</p>	<p>MN 252</p>	<p>My comment / request is that you remove MnDOT's Hwy 252 / I-94 project from the Transportation Improvement Program.</p> <p>The justification for this removal of the Hwy 252 / I-94 project from the Transportation Improvement Program is found in the following:</p> <p>1. Please carefully read the public comments submitted to the Federal Highway Administration during its recent public comment period (April-May 2024) as detailed in the Notice of Intent to Prepare an Environmental Impact Statement for Proposed Highway Projecting in Minneapolis, Minnesota, Created by the Federal Highway Administration, which is found at: https://www.regulations.gov/docket/FHWA-2024-0027</p> <p>The Browse All Comments tab takes you to this page: https://www.regulations.gov/docket/FHWA-2024-0027/comments where you can view all 168 comments. Please set the order of the comments to "oldest to newest" to view them in chronological order. Other options are "newest to oldest" and "best match" (the default option that continually jumbles the order, so one of the other settings should be adopted to track the comments as one reads them).</p> <p>The comments clearly lay out the problematic issues regarding MnDOT's Hwy 252 / I-94 project, including adverse impacts and irreparable harms to the people of the project area in Brooklyn Center and Brooklyn Park as well as North Minneapolis.</p> <p>I request that you act in the best interests of the people of the three project area cities in terms of equity, health and environment, as well as to improve safety and the current limited congestion (lasting less than 1 hour a day) on both roadways, by working to reduce rather than increase vehicle traffic on both Hwy 252 and I-94 AND to remove the Hwy 252 / I-94 project from the Transportation Improvement Program.</p> <p>2. Please also carefully read the public comments submitted during last year's draft Scoping Decision Document Public Comment period (March - May 2023), as they are relevant despite MnDOT's weak attempts to refute them.</p> <p>Many members of the project area communities of Brooklyn Park, Brooklyn Center and North Minneapolis concerned about the harms of freeways, and adverse impacts of changing Hwy 252 into a freeway and expanding the overbuilt I-94 freeway, submitted a large number of public comments.</p> <p>As you know, these comments have been compiled by MnDOT into the Final Scoping Decision Document dated October 2023, in Chapter 4: Comments received during the scoping comment period (numbered pages 4-1 to page 4-371 of the document equaling 371 total numbered pages). The public comments of the Equity and Health Neighborhood Advisors (EHNA) group, on which I myself served, are presented on numbered pages 4-14 to 4-19. We asked for the return of the non-freeway alternatives (such as the 6-lane non-freeway expressway) and the 4-lane low-speed freeway to the Scoping Decision Document, to move forward into the EIS.</p> <p>The other public comments from the community at large totaled about 375 comments, many of which were lengthy, detailed and very specific about the irreparable harms and adverse impacts of the Hwy 252 / I-94 project. They fill up an enormous space in the Final SDD, from numbered pages 4-30 to 4-340, or a total of 330 out of 371 numbered pages in Chapter 4.</p> <p>This does not include additional attachments provided in the comments, which are located in another area of the Final SDD, thereby disrupting the flow in the effort to understand the public comments and their contents. Please make sure to find them and read them.</p> <p>Importantly, it must be noted that this is an unusually large number and length for public comments, and is by far more than are typically submitted in public comment periods for other MnDOT highway projects.</p> <p>Agency comments appear in the subsequent 30 numbered pages from 4-341 to 4-371.</p> <p>To find these, please go to the project study home page and then go to the right-hand column, scrolling down to the Technical Documents heading where the two SDDs (draft and final) are listed (they are in the final SDD document):</p> <p>https://www.dot.state.mn.us/metro/projects/hwy252study/index.html</p> <p>MnDOT summarizes the comments and then gives standardized and packaged responses to them</p>	<p>Thank you for your comments. They will be passed onto MnDOT. Once a preferred alternative is selected as part of the EIS for the project, then the TIP will be refined to identify these specific project elements. This change to the TIP could also include removing the project from the document if that is the preferred path forward coming out of the EIS. The Transportation Improvement Program (TIP) is one of several processes in the transportation planning and programming process.</p> <p>The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing, bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
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Commenter	Topic	Comment	Response
		<p>by themes selected by MnDOT that essentially dismiss the grave concerns that have been expressed by individual people and by agencies. Its responses to them are essentially refutations of any comment opposing MnDOT's long-preferred predetermined outcomes of freeway expansion. They are presented prior to the presentation of the public comments in a table with a column referring to MnDOT responses and refutations, thereby biasing our understanding of the overall direction of the public comments: opposing freeway expansion. MnDOT's summarized analysis in fact disguises the fact that the vast majority of individual peoples' responses (some 73%) expressed opposition to the 6-lane freeway alternatives for Hwy 252 and / or expansion of the overbuilt I-94 freeway, or both). Some 15% commented / asked questions about topics such as property impacts without commenting on MnDOT's recommended freeway alternatives. Only about 11% expressed support for changing Hwy 252 into a freeway. Yet, MnDOT presents the responses as if there was a balance between comments opposing or supporting their freeway expansion plans: a serious and highly unethical distortion of the overall gist and direction of the Public Comments. Furthermore, MnDOT has chosen to essentially attempt to refute most of the comments opposing Hwy 252 being changed into a 6-lane freeway and expand the overbuilt I-94 freeway, instead of taking these comments to heart. Many of these MnDOT refutations are weak. MnDOT has ignored most of the comments, but pretends it has heard, when the reality is that MnDOT has not listened. Therefore I call on YOU at the Metropolitan Council Transportation Advisory Board to LISTEN carefully to the people of the three project area cities and REMOVE Hwy 252 / I-94 project from the Transportation Improvement Program.</p> <p>3. I was a member of the project's Equity and Health Neighborhood Advisors (EHNA). To learn more, go to the Equity and Health Assessment page under the EHA tab at the Hwy 252 / I-94 project web site: https://www.dot.state.mn.us/metro/projects/hwy252study/eha.html Please carefully read over the three EHA Reports and associated materials (see column on right hand side) to learn more related to justifying the removal of the Hwy 252 / I-94 project from the Transportation Improvement Program.</p> <p>----- In conclusion, I leave you with this important thought: what is "improvement" when it comes to a holistic understanding of transportation in society? Is a transportation project that irreparably harms the people of the communities it is built through, an "improvement"? Is a transportation project that has numerous adverse impacts on the equity, health and environment of the people, neighborhoods, communities and cities it is built through, an "improvement"? Given the many environmental, health, equity challenges of the 21st century that we have to face and plan for to improve the lives of the people living in the communities that will be irreparably harmed and adversely impacted by this project if it is unjustly allowed to continue, I call upon you to protect the people of Brooklyn Center and Brooklyn Park as well as of North Minneapolis, and REMOVE this destructive project from the Transportation Improvement Program.</p>	
Clay Williams	MN 280	<p>Keep the Broadway exit at MN 280. Shunting traffic off at Larpenteur and routing up Industrial Blvd. will make a torturous rush hour worse. Industrial Blvd. pavement is always in need of repair due to the heavy truck traffic it endures and now you'll subject it to even greater wear. Mixed feelings about signals at Energy Park. Expensive solution to a problem that only exists during the State Fair. Unless the bigger consideration is slowing traffic speeds, which I approve of. If you really want a cheap solution, lower the speed limit to 40. Signs are cheaper than signals, and with the psychological +10MPH that seems ubiquitous, you get 50MPH traffic instead of the 65 I frequently witness.</p>	Thank you for your comment. The Council will share it with MnDOT.
Pat Thompson	MN 280	Public meeting comment about the northbound left turn lane removal on MN Highway 280, raising concerns that MN 280 has been turned into an interstate without any public involvement in its the current state, Also states opposition on the left turn lane from 280 to Broadway.	Thank you for your comment. The Council will share it with MnDOT.

Commenter	Topic	Comment	Response
Matthew E. McRee	Rethinking I-94	<p>To whom it may concern,</p> <p>The draft 2025-2028 Twin Cities Metro TIP lists seven bridges that span I-94 for rehabilitation or repair. Considering that MNDOT is considering the removal of I-94 due to its negative health and environmental impacts to the disproportionately non-white and poor residents of Minneapolis and Saint Paul, it is absolutely unacceptable that Metropolitan Council would be spending money to repair bridges that are in acceptable condition, especially when there is a significant chance that these bridges will be totally obsolete if I-94 is replaced by a new at-grade boulevard. This feels like an intentional effort by the Metropolitan Council to ensure that the “obvious” option is to keep and upgrade I-94, to the detriment of current and future residents of the neighborhoods surrounding I-94. We are facing a catastrophe in the near future from climate change, and to try to keep this unnecessary highway from becoming a new more environmentally sustainable corridor shows a complete disregard of the people who are exposed to the air, water, and noise pollution. We should be doing all we can to make the Twin Cities region the most sustainable and equitable metropolitan region we can, and the way to do this is via the construction of a regional rail network using the I-94 trench, with a new boulevard with high-quality affordable housing and green space covering it. Stop trying to obstruct this better future from happening!</p> <p>Sincerely, Matthew McRee, Saint Paul resident of the I-94 corridor</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Zainool Rahman	Rethinking I-94	<p>The bridges near Capitol area need to be covered so downtown and the capitol areas are connected. I strongly supporting covering i-94 and turning it into a blvd. Too pollution near the highway so reduce traffic by extending GoldLine to Mpls via I -94.</p>	<p>Thank you for your comment. The draft 2025-2028 TIP includes five projects that address bridges in or near the Rethinking I-94 project area. While the Rethinking I-94 project is ongoing bridge conditions still need to be addressed. This comment will be passed onto the Rethinking I-94 project team, as this project is ongoing.</p>
Rob Kloehn	Rethinking I-94	<p>Tear down i94. Highways were not meant for urban corridors</p>	<p>Thank you for your comment. The Minnesota Department of Transportation (MnDOT) is currently exploring options in its Rethinking I-94 project. This comment will be passed on to the Rethinking I-94 project team.</p>
Brian C. Martinson	Climate change, emissions, greenhouse gasses	<p>Transportation projects included in the TIP are supposed to be consistent with regional plans and priorities, most obviously as judged against the Transportation Policy Plan (TPP), but also in conformity with federal Clean Air Act requirements. Projects should also be consistent with MN State statute regarding greenhouse gas emissions reduction targets (MN 174.01). As such, appropriate reference to this statute and adequate discussion of it should be included in the TIP document, under heading, “2. REGIONAL PLAN AND PRIORITIES.”</p> <p>In addition, MN statute 161.178 TRANSPORTATION GREENHOUSE GAS EMISSIONS IMPACT ASSESSMENT, requires that, starting August 1, 2027, for highway capacity expansion projects being included in the TIP for fiscal year 2031 or a subsequent year, they must have undergone an assessment of its impacts on greenhouse gas emissions and vehicle miles traveled. If this assessment finds the project would be out of line with state GHG reduction goals, mitigation must be undertaken. Appropriate reference to this statute and adequate discussion of it should be included in the TIP document under heading, “2. REGIONAL PLAN AND PRIORITIES.”</p>	<p>Thank you for your comment. The new state statute regarding GHG emissions will go into effect on February 1, 2025 and will affect any project entering the Transportation Improvement Program after that date.</p>
Ausitn Bell	Climate change, emissions, greenhouse gasses	<p>I believe the TIP should work towards MN GHG emissions goals (MN 174.01), and utilize GHG/VMT impact assessments for hwy projects (MN 161.178)</p>	<p>Thank you for your comment. The new state statute regarding GHG emissions will go into effect on February 1, 2025 and will affect any project entering the Transportation Improvement Program after that date.</p>

Commenter	Topic	Comment	Response
Schurkey Swanke	Land use; Pedestrian and bicycle; Roadway congestion	<p>Another in a long line of TOTAL DISASTERS.</p> <p>STOP providing freebies for freeloaders. 99% of transportation is via privately-owned motor vehicles. Privately-owned motor vehicle operators are the ONLY group that pays EXTRA to support their infrastructure, via the motor vehicle fuel tax.</p> <p>Spend 99% of the money to support PRIVATELY OPERATED MOTOR VEHICLES, which inherently supports 99% of all transportation.</p> <p>Every dollar wasted on “transit” (i.e., Ghetto Taxis) and “Light Rail” is a dollar wasted on people who won’t pay appropriate user-fees to support their chosen transportation method. EVERY “transit” route that doesn’t support itself by user fees is a transit route that should be shut down.</p> <p>Every dollar wasted on “bike lanes” (i.e., roadways STOLEN from legitimate users and then given to people who care so little that they won’t pay extra to support their own infrastructure.) is money wasted on parasites.</p> <p>Pedestrian bump-outs don’t save pedestrians a single step, but they totally screw-up traffic, eliminate turn lanes, and cause congestion.</p> <p>Get pedestrians and bicyclists OFF THE ROADS. You’re being irresponsible by using them as human traffic cones that real traffic has to swerve around. You are PUTTING THEM IN DANGER by encouraging them to play in traffic.</p> <p>END THE WAR ON CARS.</p>	<p>Building better roads that improve safety is a priority for the region. Our upcoming Regional Safety Action Plan is key step in improving safety on our transportation system.</p>
Bashir Bacchuss	Land use; Transit capital	<p>Focus on improving transit. Too much funding is for roads and Park/Ride. Add more TOD near the LRT stations and bus stations The GREENLINE need signal Priority MDOT should fund COMMUTER ROUTES not METRO TRANSIT.VANPOOL etc. are not address the equity issues for bus riders. The SUBURBS need to stop developments that are impossible to walk or even run transit. Add density near transit to make them useful and attract riders so fewer people can drive</p>	<p>Thank you for your comment. The Metropolitan Council supports a transportation system for all users and abilities. To this end, the Met Council has several ongoing and future projects aimed at reducing greenhouse gas emissions via electrification and the reduction of vehicle miles travelled. New goals, objectives, policies, and actions in the draft 2050 TPP will codify the Council’s commitment to reducing greenhouse gases. Beyond policy changes, there are now dedicated federal funding sources coming to the Met Council for projects that reduce carbon in the transportation sector and increase system resiliency. In addition, the new regional sales tax directs \$24 million to the Transportation Advisory Board (TAB) for active transportation projects. All combined, there are record levels of investment in transit and active transportation in this region that will benefit the environment.</p>
Alex Burns	MN 252 and I-94	<p>Public meeting comment that there should be consideration for public comment during this process: If there is not consideration of public comment during this process, it may not have a purpose. The I-94/MN 252 should project be pulled from the TIP to allow for public process to continue to play out.</p>	<p>Thank you for your comment. They will be passed onto MnDOT. Once a preferred alternative is selected as part of the EIS for the project, then the TIP will be refined to identify these specific project elements. This change to the TIP could also include removing the project from the document if that is the preferred path forward coming out of the EIS. The Transportation Improvement Program (TIP) is one of several pieces of the transportation planning and programming process.</p>
Lisa Schiefelbein	Pedestrian and bicycle	<p>Focus on repairing and replacing what we have. No more bike lanes! It is foolish to spend more money on something only a very small percentage of people use year around. It is too cold here.</p>	<p>Thank you for your comment. The Metropolitan Council supports a transportation system for all users and abilities. To this end, the Met Council has several ongoing and future projects aimed at reducing greenhouse gas emissions via electrification and the reduction of vehicle miles travelled. New goals, objectives, policies, and actions in the draft 2050 TPP will codify the Council’s commitment to reducing greenhouse gases. Beyond policy changes, there are now dedicated federal funding sources coming to the Met Council for projects that reduce carbon in the transportation sector and increase system resiliency. In addition, the new regional sales tax directs \$24 million to the Transportation Advisory Board (TAB) for active transportation projects. All combined, there are record levels of investment in transit and active transportation in this region that will benefit the environment.</p>

Commenter	Topic	Comment	Response
Maxwell Holperin	Pedestrian and bicycle	<p>Page 16 includes a table of safety targets including 131 non-motorized traffic fatalities and serious injuries. Right below, it emphasizes support for “efforts like Towards Zero Deaths and Vision Zero strive to achieve the long-term goal of eliminating fatalities and serious injuries on the transportation network”. However, the funding balance does not support these long-term goals of eliminating traffic deaths. First, zero fatalities should not be a long-term goal, but must occur as soon as possible, for the safety of historically underrepresented and under protected persons who are more likely to be injured by a vehicle. Second, by only investing 4% in non-motorized travel (only a tenth of what roads and highways are getting), we are not taking the necessary steps to actually reduce traffic deaths and offer greater travel options. It is urgent to prioritize non-motor travel in the Twin Cities Metro, to protect the class of citizens without vehicles (including disabled individuals, the elderly, and children who cannot drive), reduce air pollution, and reduce congestion. Please ensure that there is a plan to quickly achieve zero traffic deaths, especially non-motorized deaths from vehicle collisions. Do this by immediately investing in non-motorized modes of travel (and reducing road expansion), thereby reducing the injury/fatality goal as low as is possible. I do not want to be murdered by a vehicle due to poor investment in infrastructure and options for non-motorized travel modes.</p>	<p>Thank you for your comment. The Council shares your concern about safety and options for people traveling outside vehicles. A new regional sales tax directs approximately \$24 million annually to the Transportation Advisory Board (TAB) for active transportation projects that will be programmed in the near future. The TIP includes federal Highway Safety Improvement Program (HSIP) funding for over 70 safety-specific projects regionwide. In addition, other projects funded from different sources include facilities for walking and biking. This year the Council will complete a Regional Safety Action Plan to help local partners plan for and build safer transportation within the region.</p>
Scott Eggert	Pedestrian and bicycle	<p>Please consider adding the following to the Met Council Transportation Improvement Program document and formatting;</p> <ol style="list-style-type: none"> 1) Separate Map & Prioritized List of Active Transportation (bicycle, Ped, wheelchair/scooter, eBike) MAIN East/West and North South Commuter Corridors grid, in priority order, based on use and safety improvement data. 2) Safe Routes to Schools & Minority Equity Commuter Corridors (bike, Ped, roll) - Rondo, Frogtown, North Mpls. Etc. Map, list with schools, parks, community centers and youth employment business opportunities listed 3) Alignment with City, County and State Bicycle & Pedestrian improvement maps, prioritized commuter corridors connecting cities 4) Require Complete Streets and Active Transportation safety improvements on ALL road resurfacing and improvements 5) Require separated, safe, wide, off road commuter corridors for minority families, youth, seniors and disabled. *Create “car free” or one-way, bus and bike corridors as demonstration projects for main commuter corridors for minorities, youth and elderly. Over 30% of population can’t afford cars. Buses and light rail are currently unsafe. <p>Thanks for your Active Transportation, Equity and school safety leadership.</p>	<p>Thank you for your comment. Currently, the Metropolitan Council maintains the Regional Bicycle Transportation Network (RBTN) and this network outlines a series of corridors that are currently apart of the system, planned to be a part of the system, or have been visioned for potential inclusion in the future. This map does not include corridors identified for Safe Routes to School investment, however, separate maps identifying these investments will be posted to our website as the Transportation Advisory Board and Metropolitan Council finalize 2024 Regional Solicitation funding decisions. The Metropolitan Council's work encourages collaboration between agencies, counties, and cities by outlining regionwide goals in our transportation policy plan which was most recently amended in 2022. The 2025 TPP is currently in draft form and will be available for public comment. During plan development, engagement is sought from policy-level and technical-level staff from all counties and cities within the metropolitan area which ensures plans are given opportunity to integrate all the way from MnDOT's Statewide Multimodal Plan down to citywide comprehensive plans. This includes integration on policies such as complete street policy and active transportation investment strategy.</p>
Lynne Hessler	Roadway operations	<p>Highway 280 was never meant to be a main thoroughfare. Even with barrier walls, the noise level in the St. Anthony Park community (both south and north St. Anthony Park) is dreadful and unacceptable. When making new plans for transportation improvement, please consider rerouting the traffic that now uses Highway 280.</p>	<p>Thank you for your comment. The Council will share it with MnDOT.</p>

Commenter	Topic	Comment	Response
Robin Lowder	Transit capital	I am excited to see so many pedestrian, cycling, and transit improvements in the plan. However, I am also disappointed that several highway widening projects are also in the works. These expensive "improvements" will only induce further car traffic and work against our climate and clean air goals. Furthermore, several of those expansion plans are focused on the north suburbs. That massive budget could be much better utilized to run Northstar service with a schedule frequent enough to be useful for general purpose travel, and/or to extend the line to St. Cloud as originally proposed. This would reduce congestion much more effectively than additional car lanes could.	<p>Thank you for your comment. The Corridors of Commerce program was established through the State Legislature in 2013 to foster economic growth through state highway projects. Funding for the last round of Corridors of Commerce was authorized by the Legislature in 2021 and 2023, for a total of \$380 million statewide. The legislation directs MnDOT to administer the program based on the criteria established by the Legislature and then deliver the selected projects. Given this funding source and selection process, the project funding cannot be transferred to Northstar Commuter Rail Line or another non-motorized project.</p> <p>During the same 2023 legislative session, the Legislature passed language requiring future capacity expansion projects to conduct greenhouse gas emissions impact assessments. The implementation date for this new requirement is February 1, 2025. Given the multi-year transportation project development process, this law was phased in to allow projects that were already being planned and programmed to be delivered.</p> <p>The Met Council has several ongoing and future projects aimed at reducing greenhouse gas emissions via electrification and the reduction of vehicle miles travelled. New goals, objectives, policies, and actions in the draft 2050 TPP will codify the Council's commitment to reducing greenhouse gases. Beyond policy changes, there are now dedicated federal funding sources coming to the Met Council for projects that reduce carbon in the transportation sector and increase system resiliency. In addition, the new regional sales tax directs \$24 million to the Transportation Advisory Board (TAB) for active transportation projects. All combined, there are record levels of investment in transit and active transportation in this region that will benefit the environment.</p>
Julian Serrano	Transit operations	<p>LRT should be upgraded to run vis tunnel thru the downtowns and with signal priority. BRT Orange and Gold lines should have more TOD near the stations.</p> <p>All P/R should have affordable housings for people without cars, seniors etc. HWY 94 a downtown ST PAUL/Capitol area should be cover over it with buildings to link the capitol.</p> <p>It is time to encourage transit by legislating tax break for transit riders they should able to deduct from their taxes and Employers should subsidize transit passes similar to employees that drive.</p>	<p>Thank you for your comments. The Met Council generally concurs with the goals of increasing residential density and affordability near transit. The policies, actions, and investments outlined in the plan generally support these goals. Specific projects are generally the responsibility of the agency that owns the facility, for example MnDOT is responsible for improvements on I-94. The Met Council works with partners like MnDOT to achieve regional transportation goals like increasing transit use. Metro Transit, a service of the Met Council, does have a Transit-Oriented Development office that works to build dense, affordable, and mixed-use development particularly around high-frequency and high-capacity transit services. The Met Council will also be leading a study of highway harms which will investigate the impacts of issues you raise such as near the capital.</p>
Cecily Harris	Transit operations	<p>I live in Marine on St Croix which is in northern Washington County. There is no public transportation to the Twin Cities or to the airport. There are many seniors out here. There are also no taxis or Uber/Lyft.</p> <p>We pay taxes but don't get the benefits available to Ramsey or Hennepin Counties.</p> <p>Met Council should create park n ride stops where you can park and get transit</p>	<p>Thank you for your comment. While Marine on St. Croix does not have fixed-route bus service it is within the service area of Transit Link, the Met Council's dial-a-ride service. Information about Transit Link service can be found at https://metro council.org/Transportation/Services/Transit-Link.aspx. There is also a robust system of park and rides in the region where you can access transit service. The closest options to Marine on St. Croix are at the St. Croix Recreation Center in Stillwater served by bus route 294 and I-35 E and County Rd 14 park and ride near Hugo served by bus route 275.</p>
Glenn Woythaler	Transit safety	<p>Stop "investing" in light rail transit projects as the ridership doesn't support the investment. Additionally, until riders feel safe using the light rail they will avoid it. A better investment would be to crack down on riders who aren't paying fares and to improve security at both stations and on board the trains. A start would be to install turnstiles or gates that don't allow people to enter the station until the fare has been paid. Once people feel safe using the system they may make greater use of it although we seem to be building a system that is based on pre-Covid work routines where people worked from a downtown office building versus today's hybrid or totally remote workforce.</p>	<p>Thank you for your comment.</p>
A Ramsey and Hennepin Cty Rail Bond Holder	Transit safety	<p>As a light rail bond holder for success, I would read and heed.....those light rail stations need controlled access or the below will happen again only on a larger scale. It's a free ride to a riot.</p>	<p>Thank you for your comment.</p>
N/A	Transit safety	<p>Cause for Alarm - Metro Transit rail stations need controlled access to avoid riots. The designs of these stations will lead to some real problems. The Chief of Police knows this.</p>	<p>Thank you for your comment.</p>

Commenter	Topic	Comment	Response
Sheldon Olkon	Transit Project - METRO Blue Line Extension	Although I believe light rail can be an important component of metropolitan public transportation, the use of light rail for the Blue Line Extension is inadvisable considering its extraordinary high cost, the considerable disruption of businesses and neighborhoods, and the strong, negative acceptance from the people who live in the affected neighborhoods. Instead, it is important to develop another alternative with a positive cost-benefit analysis that also would be more acceptable to the residents and businesses along its route. For example, an electric rapid-transit bus could be more acceptable, cost-effective, less disruptive, and environmentally favorable.	Thank you for your comment. Please note that the municipal consent process is currently ongoing and now is a good time for residents to provide input to their local leaders.
Julian Serrano	Transit Project - METRO Gold Line; Land use	<p>TRANSIT should be given priority More connections to suburbs.Ridership is low on routes because of poor land use.It is time city connect their streets and add density near transit .</p> <p>Woodbury GOLD LINE should run to downtown Mpls express via 1-94</p>	Thank you for your comment. The Met Council and TPP generally concurs with the goals of increasing transit use with one of the important strategies being building more transit-supportive communities including infill development. Metro Transit publishes an annual report tracking development trends along transit lines. The 2023 report states that "Developments located near high frequency transit have been permitted for just under \$16.4 billion. Of that \$16.4 billion, \$10.8 billion is located within one half mile of an LRT station, \$7.5 billion is located within a half mile of a BRT station, and \$3.3 billion is served by high frequency local bus routes outside areas with direct LRT or BRT service. All told, the permitted value of development within transit corridors represents 37% of the development that has been permitted for the region as a whole, on just 3.2% of the region's land area. The region's planned developments show the potential for an additional 36,900 multifamily units along high frequency transit, and another \$10.8 billion in development value near high frequency transit." This report can be found at https://www.metrotransit.org/TOD-library-and-planning-resources .



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