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2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC COMMENT REPORT

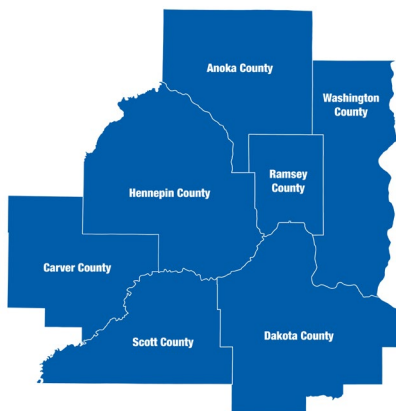
August, 2026



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

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

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Background

The Metropolitan Council sought public comments on the region's draft 2027-2030 Transportation Improvement Program (TIP) between May 23, 2026, and July 6, 2026. The Met Council hosted a public meeting on June 16, 2026. The Met Council proactively promoted availability of the comment draft and public meeting, advertising them through social media and other means.

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

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

People engaged

- Total comments – 16
- Web page – 157 views; 106 unique users
- Public comment period event page – 6 views; 5 unique users
- GovDelivery email – 251 clicks; 166 unique clicks

Methods used

- Star Tribune ad
- Web page notice
- GovDelivery email announcement
- Facebook
- BlueSky

Engagement Themes

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

- Project specifics; several commenters suggested changes to projects or new/removed projects. Those comments will be forwarded to the appropriate agencies.
- Modal preferences; multiple commenters suggested more non-roadway projects, while two suggested improved ADA service and another suggested a focus on roadways and speed.
- Non-transportation suggestions were brought up. These suggestions will be shared with the Council's Community Development staff.

Comments and Responses

Commenter	Comment	Response
Evan Rasmussen	Project Number 091-090-098 North Cedar Lake Regional bike trail renovations should span passed the current endpoint of the MN-100 bridge to the Cedar Lake Parkway bridge. The current bike trail is littered with large bumps that make riding on it unpleasant and not nearly as smooth as the new LRT trail.	Thank you for your feedback. The Met Council will share your feedback with the project sponsor, Three Rivers Park District, which is responsible for determining the scope of this project.
Mark Hughes	While it is Great you are addressing this what about Investing in a Better More reliable Metro Mobility Program More Service Hours a different Provider Please give us something that works Sincerely Mark Hughes	Thank you for taking the time to comment. The TIP documents spending of federal funds for capital purposes in the region. The Met Council annual budget process establishes funding for Metro Mobility under federal and state requirements. As the region's paratransit service that meets the requirements of the Americans with Disabilities Act, Metro Mobility's hours of service are based on the fixed-route system's hours of service. This means as the regional fixed-route system expands its hours of operation and service area, Metro Mobility will follow suit. For example, increased fixed-route service hours in some communities led to Metro Mobility expanding its hours of service in those communities as of July 1. The Met Council is currently completing an update to the region's Transit and Human Services Transportation Coordinated Plan, which sets regional priorities for investing federal funds (Section 5310) for enhancing mobility for seniors and people with disabilities. We will pass your comment along to Coordinated Plan project staff as well as Metro Mobility program staff. If you have additional comments regarding Metro Mobility, you can email metromobility@metc.state.mn.us or provide them via the customer feedback form at https://metro council.org/Transportation/Services/Metro-Mobility-Home.aspx.
Robert Coleman	It is incredibly important that we continue to support traffic mitigation efforts by expanding high-quality public transit to absorb traffic. As someone who regularly drives and rides the bus along 35W, the more people we can convince to ride public transit, the less traffic on the highway and the less money we are forced to spend on low-capacity transportation like private motor vehicles. Highways, freeways, and arterials are the places where there is demonstrated transportation demand, and starting a framework to constructing a project like the Orange Line on each major freeway corridors leading out of downtown. Support for local transit projects that also pull traffic off of busy roads, like the American Boulevard Transitway, will have a huge impact. While some municipalities put up as many roadblocks to kill progress, there are other ones like Bloomington who are putting big changes on the table, 24/7 dedicated transit lanes, and unlimited FAR and building heights on adjacent redevelopment corridors. Regional leadership should be encouraging these bold changes, and dedicating funds for local roads in exchange for these big changes should be on the table.	Thank you for taking the time to comment. Investing in transit is an important focus of the region's long-range transportation plan and the projects funded with the TIP. Transit projects seeking federal funding in the TIP originate with transit providers and local governments. These agencies can seek funding through the Met Council's Regional Solicitation process and projects selected through that process are included in the TIP. The Met Council typically leads regional transit system studies, like the Highway Transitway Corridor Study, to identify regional vision corridors to be studied further by local partners. When these corridor studies recommend a transit investment and identify funding sources, they are included in the long-range plan and added to the TIP when federal funding is programmed. Transit system studies are coordinated with cities and their land use plans and the Met Council also has land use requirements around transitway corridors. In general, specific corridor plans do not advance without a local lead agency like a city, county, or transit provider. For example, American Boulevard was evaluated by the City of Bloomington for potential transit improvements and recommendations were made, but funding was not identified through that study. We will share your comments with partners and policymakers working on regional transit planning and the Regional Solicitation.
COL Thomas C. Mortenson, Ph.D.	Over 55 million Americans, or 18% of the population, have disabilities and rely on programs and services from state and local governments. Some acquired disabilities during military service. By 2030, about 71.5 million baby boomers will be 65 or older and will require age-appropriate services and support (source: ADA.gov). The Transit Section 5310 Mobility of Seniors and Individuals with Disabilities Program demonstrates a community's commitment to inclusivity. By funding nonprofit organizations to acquire accessible vehicles, the program directly benefits seniors and people with disabilities. Public entities must ensure that contracted private partners fully comply with ADA requirements, supporting the program's goal of accessible transportation for all. One primary objective of this plan must be to address the specific transportation needs of seniors and individuals with disabilities. Projects should meet or exceed ADA standards, when possible, to achieve this goal. By addressing diverse mobility needs, applying universal design, and meeting legal standards, this plan can demonstrate a commitment to safety, dignity, and independence for all citizens. In addition, actively involving seniors and people with disabilities in the planning process will ensure that solutions are both practical and genuinely inclusive. Their insights and experiences can help shape services that more effectively meet community needs.	Thank you for taking time to comment. The Met Council is currently working to update the region's Transit and Human Services Transportation Coordinated Plan, which is a region-wide plan for 5310 funding. We will share your comments with relevant project staff.

Commenter	Comment	Response
Emily Marti	I am thrilled to see a planned greenway/bike trail for 34th Street in Minneapolis (project #141-090-043)! As a resident of South Minneapolis (Corcoran neighborhood) I feel an urgent need for more bicycle infrastructure integrated consistently throughout the city. This project is something I have been hoping for for a long time. I hope you will consider extending it all the way to the Mississippi River, and that we will start seeing a more complete network of greenways and protected bike paths throughout South Minneapolis. Thank you, Emily Marti	Thank you for your feedback. The Met Council will share your feedback with the City of Minneapolis, which is leading this project and is the owner of 34th Street. The city's plans for bicycle facilities in this corridor are detailed in their Transportation Action Plan: https://go.minneapolismn.gov/final-plan/bicycling/all-ages-and-abilities-network.
Schurkey S.	1. RAISE ALL THE SPEED LIMITS to AT LEAST the 85th Percentile of free-flowing traffic. 2. If there is no free-flowing traffic on that road, WIDEN IT. 3. STOP wasting money on "Bike lanes". Bike lanes steal real-estate paid for in part by motor-vehicle fuel tax dollars. Bike Lanes provide a FALSE SENSE OF SECURITY especially when REAL traffic has to turn right. 4. STOP wasting money on Traffic Calming. Traffic Calming is ALWAYS WRONG. You are intentionally making REAL traffic suffer so that The Chosen Few (Crybabies) get what they want. As soon as one street is "calmed" you then divert traffic to nearby streets...which have to be calmed. Traffic Calming is a metastasizing Cancer on our transportation system. 5. END "Pedestrian bump-outs" which don't save pedestrians a single step, but destroy smooth and efficient traffic flow for the ONLY group of roadway users that pay EXTRA to support their infrastructure (Motor vehicle owners/operators via the Fuel Tax.) 6. STOP USING PEOPLE AS SELF-MOBILE TRAFFIC CONES. Motor vehicles and bicyclists, pedestrians, skaters, joggers, etc. MUST BE SEPARATED TO THE GREATEST EXTENT PRACTICAL. GET THEM OFF THE ROADS! Enhancing sidewalks would be far less expensive--and much safer--than putting people in conflict with REAL transportation. 7. REMOVE ALL EUROTRASH ROUNDABOUTS.` `Roundabouts destroy smooth traffic flow, including for emergency vehicles.	Comment acknowledged.
David Lisson	I really like the shift towards more investment in transit, biking, and pedestrian infrastructure. Traveling without my car has been a boost to my physical and mental health. I currently live in Minneapolis but visit friends and family in the suburbs. I would like to see more improvements in the suburbs so I can replace more of those car trips as well. Many of my friends and family appreciate the biking and pedestrian infrastructure when visiting me and mention they would be open to similar improvements in their city as well.	The Met Council and Transportation Advisory Board are investing in transit, biking, walking, and rolling improvements throughout the Twin Cities region, including suburban areas. The Regional Solicitation and Active Transportation Solicitation are large grant programs that include funding for these types of infrastructure. Many suburban communities, including cities, counties, and park boards, regularly apply for and are awarded funding through these programs. A map of projects funded through these programs can be found here: https://arcgis.metc.state.mn.us/portal/apps/dashboards/1a1cf28477b14acd941820a1d4b6e097. Additional detail about Met Council transportation grant programs can be found here: https://metro council.org/Transportation/Planning-2/Transportation-Funding.aspx.
Oliver Gladstone	Please see what you can do to bring bus service back to White Bear Lake- reactionary to the Purple Line, the city blocked all bussing to White Bear Lake except the small route to Century College, I've seen/ heard nothing. A Bronze line extension from the Maplewood Mall to St Johns Hospital/ Costco and onward to Kowalskis and the Marina to downtown white bear lake would be fantastic.	Thank you for taking the time to comment. There are no current plans to extend the Bronze Line (formerly Purple Line) past the proposed terminus in Maplewood. The City of White Bear Lake passed a resolution opposing the Purple Line alignment on March 8, 2022 but this did not express any opposition to other services. Regarding the potential for changes to local service around White Bear Lake, Metro Transit's Network Now framework does not indicate plans to bring additional local service to White Bear Lake. Please note, the Met Council is taking public comment through August 24 on incorporating the Bronze Line into the region's long-range transportation plan, called the Transportation Policy Plan, with a public hearing at the August 10 Transportation Committee meeting. You can find the draft amendment at https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan.aspx and submit comments there or at the public hearing. We will also share your comment with Metro Transit service planning staff.

Commenter	Comment	Response
John Cable	As the U of MN Les Bolstad Golf Course goes up for sale and development overseen by the small city of Falcon Heights, please make it clear what the Met Council's expectations for density are growth are in the 2050 plan- the rumblings of resident are very anti-development but this is a huge opportunity when the state is short 100k housing units and this is an extremely desirable opportunity site. If they can't be annexed/ dissolved, then we need Falcon Height to think bigger.	2050 comprehensive planning has begun for all communities in the metro area with plans due to be submitted by December 31st, 2028. The Met Council sets minimum standards for residential density for the region for communities served by the regional sewer system based on their community designation, areas nearby transitway stations and along high frequency bus routes. Falcon Heights is served by the A Line and future H Line, however the Les Bolstad Golf Course is not within the station areas for either BRT route. Minimum residential communitywide density for new development is 14 units per acre for Falcon Heights and the Council encourages all communities to plan for more walkable areas and mixed uses beyond the minimum requirements. To learn more about comprehensive planning requirements for Falcon Heights, go to this link: https://handbook.metrocouncil.org/community-pages/?ctuld=02394738 We will share your comment with the City of Falcon Heights.
Timothy Otto Carvelli	Hi There, Paradigm shift example: National Cash Register Corp (NCR) when faced with others making computer controlled cash registers thought nobody would trust a computer with the cash of their business. Of course we now know they were wrong. They scrambled to make computerized cash registers and stayed afloat after losing sales to IBM and others. Swiss watches is another example of a mechanical product going computerized. Submit to you the transportation industry is poised to experience a paradigm shift of its own. With the advent of self driving electric cars and computerized taxi cabs currently in use it will be common to use autonomous vehicles as people movers instead of large multi passenger busses or trains. For people who need a ride they will request a pickup and delivery and an autonomous vehicle will pick them up along with others needing a ride from/to the general areas. The vehicle will have secured compartments with amenities for riders. With computerized scheduling driving and recharging and other maintenance the vehicles will be wonderful. With the passengers being picked up from their home and dropped off at their destination there is no need for parking the vehicles or having a dedicated roadway or tracks. No need also for bus stops or train depots and no need for security on the vehicles because they will be secured but criminals will find a way to thief and security will be needed. Because of the inherent flexibility the cars will continue to operate in all directions picking up and delivering customers from the pickup point to the delivery point, no waiting for a bus/LRT needed. With computerized scheduling every trip should have multiple passengers and reduce highway traffic accordingly. Parking lots for commuters will no longer be needed. That's it, the future of mass transit. This new form can be ignored but it's already being used in other cities with success. Thanks for your time and be daring and forward looking to make Minnesota great. Sincerely, Tim Carvelli	Thank you for your comments. Changing technology has many impacts on transportation, much of which is unpredictable. In the meantime, the Transportation Improvement Program is a program primarily of projects that use federal funds as federally required. This includes a lot of near-term needs to maintain the system along with existing technology to expand it. That said, autonomous vehicles will have a significant impact moving forward and the Metropolitan Council, along with its federal, state, and local partners, will continue to advance regional objectives (an equitable and inclusive region; healthy and safe communities; leading on climate; natural systems; and a dynamic and resilient region), which will include assessment and careful accommodation of autonomous vehicle technology.

Commenter	Comment	Response
Emily Boyajian	I heard about the proposed Bronze Line as an alternative to the cancelled Purple Line project. I understand that there was community pushback about the proposed route for the Purple Line, and I think that the proposed new route along White Bear Avenue will serve the community well and provide transit access to many homes and businesses. However, I notice that the Bronze Line only goes to Maplewood Mall, instead of ending in downtown White Bear Lake like the proposed Purple Line. Are there any plans to eventually extend the Bronze Line to White Bear Lake, or at least to add a new transit route to White Bear Lake? As someone who mainly takes public transit as has friends in White Bear Lake, I would definitely use a hypothetical Bronze Line extension if it is ever built! Currently, the only nearby transit is the 219 bus, which only goes to County Road E, about 2 miles south of downtown White Bear Lake. I know that suburban communities often are more apathetic about public transit, so no worries if it isn't possible to convince White Bear Lake to agree to a Bronze Line extension!	Thank you for taking the time to comment. There are no current plans to extend the Bronze Line past the proposed terminus in Maplewood. The City of White Bear Lake passed a resolution opposing the Purple Line on March 8, 2022. Regarding the potential for changes to local service around White Bear Lake, Metro Transit's Network Now framework does not indicate plans to bring the 219 or other local service to downtown White Bear Lake. We will share your comment with Metro Transit service planning.
Hiroko Zeleke	I support making more BRT for metro transit as long as more bus-only lanes are created.	Thank you for taking the time to comment. We will share your feedback with relevant planning and project staff at Metro Transit. Please note, while Metro Transit works closely with cities, counties, and MnDOT regarding transit advantages like bus-only lanes, ultimately decisions about lane configuration (including bus lanes) belong to roadway authorities (cities, counties, MnDOT) and not Metro Transit.
Hiroko Zeleke	In addition, in terms of air quality, consider investing in adding more greenery like trees and gardens which naturally already clean our air as well as would do things like bring natural shade to areas full of hot pavement in the summers.	Protecting and restoring natural systems is a shared regional goal in the Met Council's Imagine 2050 plans. For transportation, this goal is specifically supported by sets of actions for transportation funding programs (see actions under Policy 32 and 33 here: https://imagine2050.metrocouncil.org/read-the-plans/transportation/natural-systems/). This plan also includes a policy to use transportation investments to reduce negative health impacts influenced by the transportation system (see actions under Policy 13 here: https://imagine2050.metrocouncil.org/read-the-plans/transportation/reduce-negative-health-impacts/). The Met Council is responsible for allocating certain federal funds through a funding process called the Regional Solicitation. In response to these identified actions, most roadway funding categories in this solicitation now evaluate how projects protect and restore natural systems. The Met Council considers factors like impervious surface area, tree canopy, flood resilience, stormwater runoff, and other factors when awarding these grant funds. Additionally, all categories consider how projects will mitigate ongoing or new burdens to communities.
Benjamin Lester	(Note: This comment is divided by topic across this and the next eight rows.) I am a Minneapolis resident submitting comments on the Draft 2027–2030 Transportation Improvement Program (TIP). My comments address five concerns: the region’s worsening non-motorized safety record; the TIP’s failure to document compliance with Minnesota’s 2023 Climate Impact of Highways Law; underinvestment in active transportation; and the absence of any VMT reduction accountability framework. I offer these comments against the TIP’s own stated commitments to Imagine 2050’s goals of health and safety, climate leadership, and equity — goals the draft TIP, as written, falls short of structurally supporting. ... Conclusion The 2027–2030 TIP is a \$6.4 billion commitment that will shape this region for decades. Minnesota’s Legislature enacted binding law in 2023 requiring that highway capacity expansions be assessed for VMT and GHG impacts before receiving construction authorization. The draft TIP does not acknowledge that law. Non-motorized safety is in sustained crisis. MN 252’s freeway conversion would deepen environmental injustice in communities that have already borne the highway era’s costs. And the Regional Safety Action Plan’s core recommendations are being blocked by the same state agency’s own outdated design rules. I urge the Metropolitan Council and TAB to adopt a final TIP that is genuinely consistent with state law and the region’s stated values — not just in its aspirational framing, but in its actual line items. Thank you for accepting these comments.	Thank you for your comments. The Met Council has divided the topics raised in your comments for individual response. Please refer to the following responses in this report.

Commenter	Comment	Response
Benjamin Lester	1. The Region's Worsening Non-Motorized Safety Record 1a. The numbers Table 3 states plainly that “safety outcomes have been worse than the adopted targets in all five measures since 2021.” For people outside vehicles, the failure is severe: non-motorized fatalities and serious injuries reached 245 in 2024, nearly double the 2026 target of ≤110; pedestrian serious injuries hit 147 against a baseline of 120.8; bicyclist serious injuries reached 60, up from an average of 48.8. The trend is worsening, not improving. The Council responded to a comment last year by adding 2023 historical targets to Table 3, and I appreciate that you carried forward the suggestion, as I am seeing the 2024 target columns included in this year's Table 3. I ask the 2027–30 TIP to go further and add: (1) a trend direction indicator (↑/↓) for each metric showing year-over-year movement, and (2) a projected year of target attainment at the current rate of change. If the non-motorized trend continues as-is, the public record should show when — if ever — the region reaches its target. 1b. The metric problem MnDOT's standard safety methodology measures crashes per million VMT — a metric with a structural bias: as capacity expands and VMT rises, the rate can improve even as absolute harm stays flat or worsens. In a VMT-reduction policy environment, the metric becomes perverse: success in reducing VMT shrinks the denominator, making a fixed crash count look worse on paper. The TIP should commit to absolute, area-wide counts of fatalities and serious injuries as the governing safety metric for project justification — consistent with what Table 3 already uses federally. ... Summary of requested actions: ... • Update Table 3 to include trend direction indicators, projected target attainment years for each safety metric, and a per-capita VMT performance table.	Thank you for your comments. The Met Council agrees coordinated regional action is required to address non-motorized fatal and serious injuries. The safety data included in the Transportation Improvement Program (TIP) is an excerpt responding to federal reporting requirements. The Met Council reports more detailed safety data in its Transportation System Performance Evaluation available here: https://metro council.org/METC/media/TSPE/index.html. Typically safety trends are described in terms of multi-year averages to avoid mischaracterizing short-term changes as trends, which is why the TIP does not provide a directional trend indication for 2024 traffic safety outcomes. The Met Council does not forecast traffic safety outcomes and cannot provide a projected year of target attainment. Our regional objective is to eliminate fatal and serious injuries, and this requires significant infrastructure investment and other actions to implement the Safe System. This also requires action from many agencies across the region, the state, and federal government. Progress on these actions cannot be predicted, so we cannot reliably provide a forecast of future outcomes. The Met Council understands your comments about safety measures reporting crash rates by vehicle miles travelled. Federal safety performance regulations require the Met Council to report roadway fatalities and serious injury rates by 100 million vehicle miles travelled. While the rate measures are required, we also report and set targets for the whole number of fatal, serious, and non-motorized injuries.
Benjamin Lester	1c. Grade separation is not the answer A predictable MnDOT response to non-motorized safety failures is grade separation — underpasses and overpasses that remove pedestrians from the road without slowing cars. This should be rejected as a primary strategy. Grade separation does not make pedestrians safer and more comfortable; it makes people drive instead of walk. Pedestrians are then invisible to the road design, while vehicle speeds remain high and VMT increases. Overpasses and underpasses are frequently unsafe, inaccessible, and avoided by the people they are supposedly built for. They communicate that the road belongs to cars, and that pedestrians are an afterthought to be routed around. True safety comes from lower design speeds, shorter crossings, and protected at-grade infrastructure with physical separation (raised medians, concrete curb, protected signal phases), and road designs that naturally constrain vehicle speeds. These treatments belong at-grade, on the street, where people actually are.	Thank you for your comment, which we will share with MnDOT. We understand that grade separation for people walking, rolling, and biking can be a complex issue. The Regional Safety Action Plan included a programmatic recommendation for the Council to develop guidance on implementing the Safe System Road Design Hierarchy for addressing all road users. This recommendation notes that implementing safety countermeasures should not unduly burden certain modes of travel to others. One example cited is how grade separation for pedestrians can cause excessive detours or delay, and compliance where only grade separation is provided can be poor when the needs of the people traveling are not fully met. We do not yet have this recommendation incorporated into our near-term work program but will review opportunities for addressing it as we develop our annual work programs.
Benjamin Lester	1d. The local street obligation MnDOT routinely justifies highway expansions by projecting that local street traffic will increase without them. If MnDOT accepts that logic, it must accept the corollary: projects that divert traffic onto local streets must include funded safety treatments for those arterials as a non-negotiable project element, not an optional mitigation.	Thank you for your comment, which we will share with appropriate staff at MnDOT. Our current Highway System Harms Impacts and Mitigation Priorities study is considering a toolbox of approaches for addressing impacts of these types of projects. More information about this study that is in progress is available online at https://metro council.org/Transportation/ System/Highways/Studies/Highway-System-Harms.aspx This page about the study also includes a link to share your experiences with the regional highway system and its impacts.

Commenter	Comment	Response
Benjamin Lester	1e. The Regional Safety Action Plan and the MSA contradiction The Metropolitan Council's 2024 Regional Safety Action Plan is serious and commendable work: it identifies that high-injury streets comprising just 1.8% of the regional road network that account for 30.8% of fatal and serious injury crashes. It recommends a Safe System approach and identifies speed management — including lane narrowing — as a primary countermeasure. It calls for the High Injury Streets and Crash Risk Index to be used in Council decision-making, including for projects with non-safety primary goals. Two questions for the public record: Which projects in this TIP were screened against the High Injury Streets network and Crash Risk Index? Were any modified as a result? And how are the RSAP's funding prioritization recommendations reflected in this TIP's project selection? Those questions lead to a structural problem the TIP is positioned to flag: Minnesota's Municipal State Aid (MSA) design standards actively undermine the RSAP's recommendations on the very streets where crashes are most concentrated. MSA rules (Minn. R. 8820.9936) require minimum lane widths of 11 feet, minimum design speeds of 30–45 mph, and minimum through-lane counts on designated collectors and arterials — the same roads that dominate the High Injury Streets network. The RSAP recommends narrowing lanes and lowering design speeds. MSA rules require the opposite as a condition of state funding. Cities that want to narrow lanes on MSA streets must apply to MnDOT for a variance — an administrative burden that delays or deters the exact interventions the RSAP calls for. MnDOT's own design guide is now more progressive than its State Aid rules. The region cannot achieve its safety goals while this structural conflict persists. A specific request for the TIP: The Metropolitan Council should formally acknowledge in this TIP that MSA design standards present an implementation barrier to the Regional Safety Action Plan's speed management recommendations, and include a policy statement urging MnDOT and the Legislature to update MSA standards to be context-sensitive for urban high-injury corridors — consistent with the Safe System approach the region has formally adopted. ... Summary of requested actions: ... • Disclose in the TIP record which projects were screened against the Regional Safety Action Plan's High Injury Streets network and Crash Risk Index, and what resulted from that screening. • Include a formal policy statement urging MnDOT and the Legislature to update MSA design standards to be context-sensitive for urban high-injury corridors.	Thank you for your comment. The regional High Injury Streets and Crash Risk Index from the Regional Safety Action Plan are incorporated into scoring measures for the 2026 Regional Solicitation, which is still in process. This is the first solicitation developed after the completion of this plan and these safety analyses. Previous solicitations did not use these specific regional safety analyses; however, safety has been a key scoring criterion for several funding categories in the biennial Regional Solicitation for transportation projects for the last decade. The Transportation Advisory Board increased the weighting of safety in many categories in the 2024 Regional Solicitation and has added safety-specific funding application categories for the 2026 Regional Solicitation (i.e., Proactive Safety and Reactive Safety). The Imagine 2050 Transportation Policy Plan includes an action (10D) to “Update state aid standards to allow for more flexible designs that could enhance safety along roadways and manage speed in urban and suburban contexts. Allow state aid roads to use alternative design guidelines.” The Met Council is noted in a support role for this action, with MnDOT as the lead. The 2026 Minnesota legislative session included proposed bills (SF 2162/HF4434) that would have allowed cities adopt a qualifying alternative roadway design standard from a list of publications or any other design guide recognized or approved by the Federal Highway Administration. However, these bills did not pass in the 2026 session. We will share your comments with MnDOT.

Commenter	Comment	Response
Benjamin Lester	2. Active Transportation Investment Is Inadequate The TIP programs \$3.031 billion (47.5%) for highways, \$2.551 billion (39.8%) for transit, and \$206 million (3.2%) for bicycle and pedestrian infrastructure — against a worsening non-motorized safety crisis. I ask the Council and TAB to: • Increase dedicated non-motorized funding to at least 10% of total federal highway funds in the next Regional Solicitation, with a focus on hardened, physically separated infrastructure. • Prioritize active transportation projects connecting communities severed by highway infrastructure, particularly in communities of color where the freeway barrier effect compounds isolation. • Require all highway projects in urban corridors to include a full pedestrian and bicycle safety review (if they do not already), with hardened infrastructure as the default. ... Summary of requested actions: ... • Increase non-motorized funding to at least 10% of regional federal highway funds in the next Regional Solicitation.	Thank you for your comment. The Regional Solicitation is targeting 14% of its federal funding towards bicycle projects along with 24% of available federal funding towards transit. However, the Regional Solicitation makes up roughly 17% of the federal funding in the TIP. Most of the other projects are programmed by the Minnesota Department of Transportation and the region's transit providers. The Transportation Advisory Board (TAB) will be distributing \$20 million to \$24 million per year for active transportation investments in the region generated from the regional sales tax enacted in 2023. These funds will be used for bicycle and pedestrian infrastructure projects along with active transportation planning efforts. Note that these projects will not be a part of the TIP, as they will not receive federal funds. However, approved project lists will be publicly available when they are selected and awarded funding. For federal funds in the 2026 Regional Solicitation for bicycle projects, project applications will be rated in part on facility design that prioritizes all ages and abilities infrastructure. In the case of both the Regional Solicitation and the Active Transportation Solicitation, filling in network gaps, and addressing barriers are key parts of the application evaluation process, as is the new "Community Considerations" criterion meant to enhance the benefits and limit the burdens of transportation projects on people who live, work, or play nearby.
Benjamin Lester	3. The TIP Has No VMT Reduction Accountability Framework The draft TIP contains no VMT reduction target, no induced demand analysis, and no methodology for evaluating whether individual projects are net positive or negative for regional climate goals. I request: • A formal policy that the Council will not certify a TIP as TPP-consistent if its highway capacity expansions produce projected induced VMT increases exceeding the CO2 reductions credited to Carbon Reduction Program-funded projects in the same cycle. • Integration of mode shift assumptions into the travel demand model underlying the TIP, with per-capita VMT tracked and reported as an explicit TIP performance metric — added as a new table alongside the existing safety and transit performance tables. ... Summary of requested actions: • Require completed GHG/VMT Impact Assessments and, where applicable, Offset Plans for MN 252 and MN 5 before TIP adoption, consistent with the 2023 Climate Impact of Highways Law. Do not certify the TIP without a formal compliance statement. ... • Add a per-capita VMT performance table to the TIP and report against it annually.	Thank you for your comments. In accordance with TPP Policy 31, the Metropolitan Council has been developing methodology for assessing the VMT and GHG impacts from transportation projects we fund. The council has also been working closely with MnDOT to implement MN Statute 161.178. The TIP projects you mention (MN 252 and MN 5) met specific milestones before the state-designated deadline, so the impact assessment requirements of MN Statute 161.178 do not apply. Generally, projects in the 2026 Regional Solicitation that affect travel patterns will have VMT and GHG estimates developed for them as part of funding scenario evaluation. This demonstrates the Met Council's commitment to considering projects' impact on VMT. Consistent with state law, we will be evaluating relevant expansion projects and offset opportunities. Performance measures, including VMT and GHG impacts, are part of our region's Transportation Policy Plan. This work is done with a state of the practice activity-based model and does reflect mode shift and induced demand. This model is constantly being improved to more fully consider important issues such as these.
Benjamin Lester	4. Commendable Elements and Summary of Requests Despite its flaws, the TIP has several commendable elements: The G Line, F Line, and H Line Arterial BRT investments are the right kind of spending and should be protected and accelerated. The Green Line Extension is a major regional commitment that I'm looking forward to using for transportation. The TAP and Regional Solicitation bicycle funding programs reflect genuine intent, but the scale needs to be increased exponentially.	Thank you for taking the time to comment. We will share your feedback with relevant planning and project staff. Please be advised, the Met Council is going through the process to amend the Transportation Policy Plan (TPP) to add in two new arterial bus rapid transit lines (METRO J and K Lines). The amount of Regional Solicitation and Active Transportation Solicitation funding available for bicycle funding programs varies both by revenue available and decisions of the Transportation Advisory Board. Regional Solicitation combines funds from federal formula programs such as the Surface Transportation Block Grant program and Congestion Mitigation and Air Quality program. The U.S. Congress and U.S. Department of Transportation have a process for apportioning these funds by population; then the Transportation Advisory Board decides how to allocate funds to various purposes and travel modes. Active Transportation Solicitation is funded by a portion of a regional sales tax, and revenues from this program can vary over time. The amount of the sales tax included in the Active Transportation Solicitation is established by state law, and then the Transportation Advisory Board further defines amounts specific to pedestrian, bicycle, and planning projects. Met Council staff will keep your feedback in mind as we work with the Transportation Advisory Board on future funding solicitations.

Commenter	Comment	Response
Benjamin Lester	5. The TIP Goes Against 2023 Greenhouse Gas Emissions Impact Assessment Law The following trunk highway capacity expansion projects in this TIP go against the spirit of the Transportation Greenhouse Gas Emissions Impact Assessment law (2025 Mn Statute 161.178): • MN 252 / I-94 (\$162M+): Converting MN 252 to a freeway with MnPASS lanes. The Metropolitan Council’s own 2026–29 TIP comment response confirmed an EIS is still underway — no Record of Decision has been issued, no federal construction authorization granted. Project 2748-65 programs \$100M+ in FY2029 alone. • MN 5, Chanhassen to Victoria (\$78M): Converts a two-lane road to four lanes. Lane addition on a state highway. Proceeding with these major capacity expansions without a full GHG/VMT assessment creates a policy compliance gap. These projects do not appear to have yet received federal construction authorization or final funding obligations. Including them in the 2027–2030 TIP without evaluating their climate impacts violates the spirit and intent of state law and undermines the Metropolitan Council’s own Imagine 2050 climate commitments. The draft TIP contains no mention of the 2023 law, no GHG Impact Assessments, and no Offset Plans. The Metropolitan Council and TAB should voluntarily close this grandfather loophole for any legacy project programmed in the 2027–2030 cycle that represents a significant investment (e.g. \$50 million) and has not yet received a federal Record of Decision. I ask the TAB and Council to require these projects to complete assessments before adoption, require Offset Plans where net impacts are identified, and add a formal compliance certification to the adoption record.	Thank you for your comments. MN Statute 161.178 outlines the timeline for when projects must begin to comply with assessment and mitigation requirements. The projects you mention met specific project milestones before the designated deadline, so the impact assessment requirement does not apply. The deadlines in law recognize that complex infrastructure projects have long development timelines. The Metropolitan Council participates in the Transportation Greenhouse Gas Emissions Impact Assessment Technical Advisory Committee and is committed to implementing assessments for applicable future projects.
Ruth Belmonte	June 16, Virtual Meeting 3-Minute Statement: Protecting Realife Cooperative Dear board members. I am Ruth Belmonte a resident, shareholder, and homeowner at the Realife senior housing cooperative. I am here tonight not just to debate transit data, but to protect my home, my neighbors, and the property we have spent our lives building. The proposed METRO Bronze Line is not an abstract line on a map for us. It is a direct threat. The planned bridge infrastructure for this project will directly and negatively impact the Realife co-op property. We are looking at years of heavy diesel construction, structural vibrations, invasive easements, and permanent visual and noise pollution—all centered right outside our windows on a bridge modification designed to serve empty buses. Our co-op is a community of seniors who chose this location for peace, stability, and safety. Now, we are facing the very real threat of property devaluation and structural disruption. Why? To accommodate a fixed-route bus transit model that regional data proves is already failing. Look at the Eastside’s METRO Gold Line right next to us. It was pushed through using the same grand promises, yet today it sits empty, averaging fewer than 1,800 daily riders. We are being asked to sacrifice our peace, our property values, and our local tax dollars to duplicate a failed experiment. With Ramsey County footing 90% of this \$340 million project locally, this board cannot pass the buck to federal authorities. You hold 100% of the decision-making power. You have the authority to halt this infrastructure encroachment before a single piece of concrete is poured on our property. We will have a resolution with a clear dual-track directive to protect our community. First and foremost, we demand that you completely cancel the Bronze Line and spare Realife and the surrounding neighborhoods from this destructive and wasteful footprint. Private-sector networks like Waymo are already mapping the Twin Cities. They will provide clean-energy, door-to-door transit without needing to build massive, disruptive bridges over our properties or tearing up our senior communities. Let technology do the heavy lifting, leave our property intact, and focus regional dollars on fixing the potholes on our existing streets. Please vote to cancel the Bronze Line, protect the seniors of Realife, and preserve our neighborhood. Thank you."	Thank you for attending the public meeting and for your comment. The Transportation Improvement Program is a \$6 billion program of over 500 surface transportation projects that have gone through various individual vetting processes. While the Transportation Advisory board and the Metropolitan Council could choose to approve a TIP after removing one project, the rationale at this stage of the programming process is to be based on lacking ability to fund the project (e.g. “fiscal constraint”), lacking consistency with the Metropolitan Council Transportation Policy Plan, and lacking public input opportunity. None of these rationales are met. That said, both the TAB and the Council will be provided with this comment.

Commenter	Comment	Response
Claudia Fuglie	June 16, Virtual Meeting The commenter expressed concern about safety of pedestrians getting around. Transit and trails are important for people without vehicles. People in wheelchairs should not be told to leave the paths.	Thank you for attending the public meeting and for your comment. The Council shares your concern for the safety of people outside of vehicles. The recently updated Regional Solicitation includes a scoring measure devoted to that topic along with a general safety scoring measure and two safety funding categories. The Council has also started a study looking at improving the safety of people walking and rolling to transit that will be completed in 2027.

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