

PUBLIC COMMENT REPORT

2050 Transportation Policy Plan Amendment #3

METRO Bronze, J, and K Lines

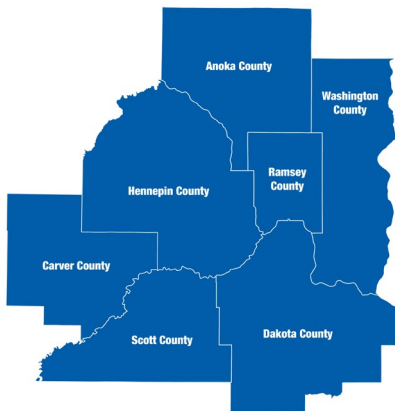
October 2026



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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 2050 Transportation Policy Plan (TPP) Amendment 3, which updates the Bronze Line (formerly Purple Line) bus rapid transit project and adds the J and K Line bus rapid transit projects, and documents effects these changes have on the 2050 TPP's Regional Transportation Finance, Transit Investment Plan, and Long-Range Capital Project Lists sections.

The plan amendment was available for public comment between July 9, 2026, and August 24, 2025. The Met Council hosted a public hearing on the amendment on August 10, 2026. The Met Council advertised the availability of the draft amendment, comment period, and public hearing through social media, email, and notices on its website and in the Star Tribune newspaper.

The report includes a table of comments received and responses from the Met Council.

Methods used

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

Comment received through

- Form submission
- Email
- Public hearing at August 10, 2026 Transportation Committee meeting

People engaged

- Total comments: 25
- Web page: 53 views
- Facebook posts: 12,416 views, 1,021 interactions
- GovDelivery email: 3,096 unique opens, 237 unique clicks

Engagement Themes

25 comments were received during the comment period. The following themes were raised by the comments.

Bronze Line bridge over Johnson Parkway

- 11 comments were received on this topic from residents of Realife Cooperative of Phalen Village
- These comments expressed multiple concerns about the proposed bridge, including:
 - Proximity to cooperative
 - Visual and noise impacts
 - Construction impacts
 - Cost
 - Usefulness

Transit funding allocation

- 5 comments were received on this topic from staff and elected leadership from MVTA, Shakopee, Chaska, Chanhassen, and Eagan
- These comments expressed:
 - Desire for regionwide conversation about transit funding, including use of unallocated sale tax
 - Concerns about Metro Transit's use of unallocated sales tax to fund operations for new transitways
 - Desire for greater emphasis in regional transportation planning on areas experiencing the fastest population and job growth
 - Support for more consideration of flexible travel options that meet first/last-mile needs
- In response to these comments, the following sentence has been added to the amendment text, page 14: "Updated financial projections that include this amendment, past amendments, and updated budget assumptions indicate that there are no remaining transit opportunity funds available for Metropolitan Council transit services."

Other comments

- 4 comments expressed general support for the amendment or individual BRT projects; 2 expressed general opposition
- Several comments expressed views about corridors other than Bronze, J, and K lines
 - Support for restoration of Northstar commuter rail service
 - Support for multimodal investment in the CPKC Ford Spur rail line in Saint Paul
 - Request to remove Blue Line Extension from plan due to funding gap

Comments and Responses

Bronze Line Bridge Over Johnson Parkway

Comment Summary	Response
11 comments expressed concerns about the proposed Bronze Line bridge over Johnson Parkway, including its proximity to the Realife Cooperative of Phalen Village, visual and noise impacts, construction impacts, cost, and usefulness. Comments were submitted by the Realife Co-op Board of Directors, Richard H. Funk, Louis Offstein, Jude Heimel, Dick Lasicko, Dr. Michael Dorsher, Sharon Markham, Ruth Belmonte, Darlene Baber, Leslie Ryan, and Sharon Weller. See Appendix 1 for the full text of these 11 comments.	(The following has been prepared in response to all 11 comments on this topic.) Thank you for taking the time to comment and share your concerns about the METRO Bronze Line bus rapid transit (BRT) route alignment, and in particular the planned Bronze Line BRT and Bruce Vento Regional Trail bridge over Johnson Parkway. A significant transit investment, like Bronze Line, serving Saint Paul's East Side adjacent to Phalen Village has been contemplated since the 1990s before the development of the Realife Cooperative building. The Phalen Village Small Area Plan, adopted by the Saint Paul City Council in 1995, acknowledges the former freight rail corridor as Ramsey County Regional Railroad Authority Right-of-Way with a future potential (light rail) transit route in it. A BRT investment is an investment in speed and reliability improvements over the long term. Off-board fare collection, boarding through all bus doors, transit signal priority, bus lanes, and grade separation (i.e., bridges) help BRT lines to achieve desired speed and reliability benefits. The planned bridge over Johnson Parkway will ensure the speed and reliability of buses operating in a 5-mile segment of new bus lanes are maximized at the midpoint of the route. Additionally, at the request of trail users, the bridge will also carry the Bruce Vento Regional Trail over Johnson Parkway to a new trail extension to Maryland Avenue. As the Bronze Line BRT project begins preliminary engineering this fall, the project team will begin regularly meeting with stakeholders and interested parties to respond to questions and to understand concerns to better inform the preliminary design plans. The project team will be exploring the feasibility of and options for shifting and realigning the planned bridge further away from the Realife Cooperative of Phalen Village building. The project team will also be exploring the feasibility of and options for providing architectural and landscape treatments for softening the bridge facade and screening the bridge from the viewshed of the residential building. Once in final design, the project team will develop a constructability plan that minimizes noise and vibration, and a construction staging plan that minimizes disruption to the community.

Comment Summary and Response – Transit Funding Allocation

Comment Summary	Response
5 comments expressed a desire for regionwide conversation about transit funding, including use of unallocated sales tax, concerns about Metro Transit’s use of unallocated sales tax to fund operations for new transitways, a desire for greater emphasis in regional transportation planning on areas experiencing the fastest population and job growth, and support for more consideration for flexible travel options that meet first/last-mile needs. Comments were submitted by City of Chanhassan, City of Chaska, City of Shakopee, Minnesota Valley Transit Authority, and a City of Eagan councilmember. See Appendix 2 for the full text of these 5 comments.	Thank you for taking the time to comment on the TPP Amendment and for being a regional partner in the vision and implementation of regional policy. All regional transit providers and local communities play an important role in achieving the region’s goals of an equitable and inclusive region, healthy and safe communities, and a dynamic and resilient region that leads on climate and protects and restores natural systems. The 2050 Transportation Policy Plan was adopted on February 12, 2025, and financial projections at the time indicated \$2.3 billion in unallocated transit opportunity funds from the regional transit sales tax. There have been some significant changes since that adoption that impact the financial projections and there are no longer any Met Council transit opportunity funds available for future allocation. • Most notably, the Council adopted a Transit Funding Allocation Policy (FM 12-3) on September 10, 2025, guaranteeing a portion of regional transit sales tax for suburban transit providers, resulting in an estimated 11% increase in revenue to suburban providers over the life of the 2050 TPP. This policy development process included consultation with all regional transit providers and included a public input process prior to adoption. Public input was a mix of support and concern that the funding was too much or too little. The remaining unallocated regional transit sales tax is the Council’s to designate to projects. • 2050 TPP Amendment #1 was adopted to include an updated Blue Line Extension and add Gold Line Extension, which allocated some of the Council’s allocation of regional transit sales tax funds to operating and maintaining those lines. • Revenue and expense assumptions for the transit system were updated to match observed data and state forecasts, most notably increasing expense inflation rates to match trends in the industry. • As directed by the legislature, the Council advanced investment in Council-operated regular route bus service levels (through implementation of Network Now), added safety and security personnel, and system maintenance, among other required uses of the sales tax. • 2050 TPP Amendment #3, the subject of these comments, uses the Council’s remaining allocation of regional transit sales tax funds for Bronze Line, J Line, and K Line. As a result of these changes, Met Council’s transit opportunity funds are no longer available and have been allocated to resolve these changes since the 2050 TPP adoption. <u>A change has been made to the amendment text to reflect this updated financial status.</u> The projects in this amendment are regionally significant transitways that must be detailed out in the region’s long-range plan and projects of this type go through a planning process to identify the right investment type for the need. These projects typically originate with counties or transit providers. Other, non-regionally significant investments in the transit system, such as demand response service or local and express bus service, are decided by each transit provider from their allocation of regional transit funds. Each provider has a different set of transit priorities to match the communities they serve, though

investments must be consistent with the policies in the Transportation Policy Plan. Transit providers may maintain their own vision for transit service within the communities they serve that is coordinated with regionally significant investments and other transit providers.

The success of lines similar to those in this amendment are clear. Implementing arterial bus rapid transit (BRT) lines in corridors with proven demand for fixed-route transit has resulted in substantial ridership gains for the region. In the first six months of opening, ridership on the A Line through E Line corridors grew anywhere from 17% to 59% over existing ridership in the corridor (see table below). Together, the five arterial BRT routes provide 47,500 average weekday rides, approximately 27% of regional weekday ridership. Since 2022, ridership in BRT corridors has grown by 57% (2.76 million boardings), compared to 40% (8.7 million) regionwide, 35% (6.1 million) for all bus routes, and 17% (2.4 million) for local bus routes.

Table: Change in average weekday rides 6 months after opening compared to 6 months before opening

Corridor (opening)	Change in daily riders	Percent Change
A Line (June 2016)	+1,453	+37%
B Line (June 2025)	+1,551	+17%
C Line (June 2019)	+2,642	+50%
D Line (Dec. 2022)	+2,625	+30%
E Line (Dec. 2025)	+2,424	+59%

Transit services like demand-response or microtransit zones are becoming a more widely used tool for serving less efficient markets. From 2023 to 2025, the region's microtransit services have expanded by 90%, an increase of \$13.3 million in annual operating costs from 2023 to 2025. During that same timeframe, microtransit ridership increased by 61%, an increase of about 243,000 rides. This is comparable to or lower than the projected ridership increases for J Line or K Line.

The Metropolitan Council intends to update the regional vision for transit beginning in 2027 to inform the next TPP update scheduled for 2030. Met Council and Metro Transit staff will engage local governments in discussions around these vision elements and engage all regional transit providers on policies or investments that impact multiple transit providers. The details of this process are still under development.

The Council also recognizes that the communities served by suburban transit providers in the southwest metro are growing and their transit needs are different from those in the urban core. The adopted Transit Funding Allocation Policy (FM 12-3) was intended to recognize that by using a population-based allocation formula, rather than a ridership-based allocation formula.

How the region balances investment across service types is informed by the 2050 TPP's Regional Transit Design and Performance Guidelines. The Council led an effort to help develop guidelines for microtransit services that will help inform the regional transit vision update on where the balance of investments is best met. However, that decision is largely up to transit providers to make within their own

funding allocation and system design, as long as it aligns with 2050 TPP policies. The Council has and will continue to engage all transit providers when working on updates to the 2050 TPP policies and guidance around transit service investment.

In response to growth rates in the Metro Area

Carver County is experiencing rapid growth, but context is important. According to the Minnesota State Demographic Center's latest estimates, while Carver County has the fastest percentage growth from 2020-2025 (10.4%), Carver County was the fifth-fastest growing county (+11,084) in the seven-county metro according to net population growth, behind Hennepin (+31,562), Washington (+23,880), Dakota (+22,287), and Anoka (+18,232) counties. It is also important to consider whether these communities are growing in ways that support efficient transit service that furthers the 2050 TPP's goals. As part of the regional transit vision update, the Council intends to look at transit market areas from the perspective of planned land use to identify opportunities for fixed-route expansion.

Other Comments

Commenter	Comment	Response
Sarah Jones	1. I vote no - a bus lane makes it harder to bike and drive. bus should use the regular road lane. 2. Why is this needed? Doesn't the light rail go to these places?? Please do not add a bus lane to West 7th Street. That will kill the businesses. These seem like a lot of money and construction to provide only 56,631 people transportation to work. If that is the ridership - how much money is being spent per estimated rider? Maybe decrease your spending and stop taking taxes so people can afford their own transportation. The capital funding has a lot from the State, County, and Federal government (i.e. taxpayers) and the operating costs are mostly from taxes - imagine if all that money was never taken from residents??	Thank you for your comment. The J Line will provide fast, frequent, reliable, and comfortable transit service in the West 7th Street corridor, replacing the existing route 54. While the existing Blue Line light rail also serves MSP Airport and the Mall of America, the Blue Line otherwise serves a different corridor than the planned J Line. Information on J Line costs and funding is available beginning on page 15 of TPP Amendment #3. Bus lanes improve the speed and reliability of transit service by allowing buses to bypass traffic congestion. Decisions about bus lanes on West 7th have not yet been made and will take into account feedback from people and businesses that Metro Transit and local partners will solicit during the J Line's planning process. More information on bus lanes is available here: https://www.metrotransit.org/transit-advantages/transit-advantages-bus-lanes/
Matthew Bruns	With the significant funding gap and uncertainty around federal dollars it is time to remove the Blue Line LRT extension from the 2050 transportation plan. Continuing to spend taxpayer dollars on this project undermines the communities it will pass through. It is time to amend the plan in favor of multiple BRT routes that better connect the north metro to the services and employment that we need in addition to creating greater opportunity for growth of the businesses that already exist.	Thank you for taking the time to comment. If approved, Amendment #3 will change the route of one planned bus rapid transit line and add two new bus rapid transit lines to the Transportation Policy Plan. Amendment #3 does not relate to the Blue Line Extension project. However, the Blue Line Extension project is currently in the Transportation Policy Plan as outlined in Amendment #1 that was passed last year. We will pass your comments along to agency leadership and Blue Line Extension project staff.

Commenter	Comment	Response
Henry Stern	The Bronze Line is in effect arterial bus rapid transit (aBRT) and as such should be given letter name M line. Keep on funding great transit projects!	Thank you for taking the time to comment and expressing your support for the projects. We will pass along your recommendation to relevant staff at Metro Transit. The region categorizes bus rapid transit into three categories of arterial BRT, highway BRT, and dedicated BRT. These are based on where routes primarily operate (local arterial streets versus highways) and if they have separate operating facilities. Bronze Line is a unique project in that sections of it will be operating in general traffic lanes, while other sections will have bus-only lanes, and in some sections the route will have its own facility. Mainly because of the later factor, the line is getting a color designation rather than a letter. The line name decision was a recommendation by Council in consultation with County and municipal partners.
Erik Dwyer	I live in zip code 55418 and am in favor of the proposed amendment. Overall, I see BRT addressing the most problematic issue with efficient transit service; dwell time. Faster boarding is key to reducing transit times and to increasing ridership. It is painful to watch a bus sit at a bus stop while 8 people get on single file, each needing to stop for a moment at the fare box.	Thank you for your comments. The Met Council agrees that a key benefit of BRT is a more efficient boarding process due to off-board fare payment and all-door boarding. BRT also improves transit speed and reliability with signal priority, wider stop spacing, and bus lanes in some locations.

Commenter	Comment	Response
Schurkey Swanke	Any "Transit" route that can't support itself with USER FEES should be immediately discontinued. Forcing "everyone" to pay for a service that relatively few people use is reprehensible, irresponsible, and TOTALLY TYPICAL of DFL-run "Public Service SCAMS". Fire the top three layers of the Minnesota Department Opposing Transportation--MnDOT--and fire EVERYONE associated with Zero Vision.	Thank you for taking the time to comment. Transit connects people to their communities, economic and educational opportunities, and civic life while also making the highest demand roads in our region work more efficiently by moving more people in less space than private automobiles. Our region's transit system also connects members of our communities who cannot drive due to age, disability (~11%), economic circumstance (~8%), or lack of access to a car (~7%) and those who choose to reduce their reliance on cars. Funding for the transit system is supported by local, regional, and state elected officials, as evidenced by recent practices to fund the system, and there are no plans to change that structure. All forms of transportation receive public subsidies in some form. You can find more information in the Transportation Policy Plan section on Transportation Finance. https://imagine2050.metrocouncil.org/reference-materials/transportation/regional-transportation-finance/ Transportation safety and the vision to eliminate traffic deaths is also a shared vision of the entire region and was the most important topic identified during the 2050 Transportation Policy Plan development. Vision Zero will continue to be an important focus for regional transportation investment moving forward.
Kent Petterson	Finally some progress to a bus improvement on W7th. Hoping the train idea stays burried.	Thank you for taking the time to comment. The Met Council appreciates your support for bus improvements on the West 7th corridor.

Commenter	Comment	Response
Raymond Ogren	I fully support the Bronze Line project. It will restore a historic bridge that once served our East Side community every day. It will also create a much-needed bus line for underserved and underprivileged neighborhoods, improving access to reliable public transportation. The project will enhance safety at a busy intersection and provide better access to Hmong Village and other local businesses. Most importantly, it will create new connections within our community, bringing neighborhoods together in ways we have not experienced before. The Bronze Line is an investment in our community's history, safety, accessibility, and future.	Thank you for taking the time to comment and sharing your reasons for supporting the METRO Bronze Line.

Commenter	Comment	Response
Mathews Hollinshead, Citizen Advocates for Regional Transit	We are advised that although the CPKC spur is not included in the proposed 2050 TPP amendment nor is it part of the Met Council's Regional Bicycle Transportation Network (RBTN), portions of it could be eligible for the same pool of funding prioritized for the RBTN (Regional Solicitation - Regional Bicycle Facilities category). We wish the proposed amendment - and the Met Council's interpretation of its own authority - were broad enough to designate the CPKC spur as a protected candidate for reuse as either or both active mobility and/or transit. We are also advised that although the CPKC spur is not on the RBTN, it is in a Regional Trail search corridor. The criteria in the Transportation Policy Plan would be used to evaluate this corridor if a local agency such as the City of Saint Paul or Ramsey County were to request its addition to the RBTN. Whether or not there has been such a request - which we have advocated for a decade - we believe there should and can be an alternative at the regional level of acquiring and preserving properties such as the CPKC spur before they suffer fragmentation at the hands of adjacent property owners or other public or private actors. Including such an objective in the proposed amendment would help to preserve the CPKC spur - and other disused or underused spurs like it - as a unique resource for the future. The City of Saint Paul did conduct it's own study that recognized the value of the spur as public resource ("Re-imagine the Railway: Studying New Uses for the Ford Spur," approved by the Saint Paul City Council December 2018, https://www.twincities.com/2017/04/03/st-paul-to-study-use-of-ford-plant-rail-spur-into-highland-park/, https://www.twincities.com/2018/12/10/study-envisions-bike-pedestrian-transit-corridor-from-ford-site-and-up-west-seventh-street/). The study explored converting the spur into a multi-use pedestrian, bicycle, and potential transit greenway, with study estimates pegging the trail project cost around \$12.4 million to \$13.1 million in 2018 dollars. We suggest	Thank you for your comment. 2050 Transportation Policy Plan (TPP) Amendment 3 adds the METRO J Line arterial bus rapid transit project (BRT) to the region's long-range fiscally constrained transportation plan. The scope of the METRO J Line project focuses on BRT infrastructure on existing streets and does not include a project along the CPKC Ford Line Spur. That said, the METRO J Line project does not preclude potential future investment in this former rail corridor. As noted your comment, in 2018 the City of Saint Paul concluded the "Re-Imagine the Railway" study. Consistent with that study, the city remains supportive of future multimodal investment in the spur. However, at this time a corresponding project is not funded and does not have a lead agency for implementation, so is not ready for inclusion in the TPP. We encourage you to direct further comments and questions on this topic to the City of Saint Paul and Ramsey County.

Commenter	Comment	Response
	that this 2050 TPP amendment for the J Line and any concurrent or related state, county and city West Seventh redesign and reconstruction project include acquisition and eventual reuse of the CPKC spur. We note that during the recent CP/KC merger federal review and approval process, testimony by stakeholders (Rep. Ilhan Omar and the Sierra Club) identified acquisition and reuse of the Ford spur as a mitigating condition, a recommendation that was not acted on by the federal Surface Transportation Board (STB). CART has for a decade advocated short-, mid- and long-term Riverview improvements: (1) as a first interim step, installation of an Arterial BRT along a rebuilt, redesigned West 7th between downtown and MSP/MOA, (2) acquisition of the CPKC spur for reuse in the longer term as a regional dedicated transitway providing fast regional connection between the East Side, downtown, the airport and the Mall of America (3) development of local and first/last mile mobility serving every block and destination between nearest ABRT and regional transit stops, and (4) conversion of Shephard Road from its current de facto commuter status to a recreational parkway compatible with the Mississippi National River and Recreation Area's 72-mile, 54,000-acre National Parks corridor (5) seamless linkage among Guideway BRT, ABRT, LRT, Union Depot, CMS stadium, Rivercentre stops via a circulator or some equivalent.	

Commenter	Comment	Response
Michelle Trevisan	I object to Amendment #3 identifying Northstar Commuter Rail as merely “suspended” without also stating that restoration remains under consideration and that the corridor’s federally funded infrastructure, stations, equipment and operating rights must be preserved. Before the Council institutionalizes the suspension in its long-range transportation plan, it should publish Route 882 and 888 ridership, cancellation, reliability and travel-time data; document the equity and regional-mobility effects of replacing rail with buses; and provide the public with the status of all FTA, MnDOT and BNSF actions affecting Northstar assets. The amendment should expressly preserve the possibility of restored rail service until those reviews are complete.	Thank you for your comment. On August 27, 2025, the Metropolitan Council authorized the suspension of Northstar Commuter Rail service pursuant to all applicable contracts, agreements, easements, and licenses, and approved enhanced bus service serving the Northstar Corridor. The full text of the Council's action is available here: https://metro council.org/Council-Meetings/Committees/Metropolitan-Council/2025/08-27-25/2025-178.aspx

Appendix 1: Full Text of Bronze Line Johnson Parkway Bridge Comments

Commenter	Comment
Realife Co-op Board of Directors	A RESOLUTION of the Realife Co-op Board of Directors REGARDING THE MTC BRONZE LINE PROJECT Adopted unanimously on July 29, 2026 1. Whereas the 84 senior citizen taxpayers who own the 59 homes at Realife Cooperative of Phalen Village would be afflicted by two years or more of construction noise and pollution, then forever have a dozen Bronze Line buses per hour spewing exhaust, casting headlights and rumbling within 50 feet of their windows; 2. And whereas the senior citizen homeowners at Realife Cooperative would have their property values decimated by the Bronze Line's Johnson Parkway bridge, thereby leading to increased vacancy rates and endangering the very viability of this Eastside redevelopment anchor, which is secured by HUD financing and federal age-discrimination regulations; 3. And whereas the lifetime savings, health, security and serenity of the 84 Realife Cooperative senior residents would be sacrificed to preserve a sewer pipeline on the other side of the Johnson Parkway bridge; 4. And whereas the need for the Johnson Parkway bridge is predicated on a 2-minute wait for stoplights at Johnson and Phalen Boulevard - a wait that could be minimized or eliminated at virtually no cost by A-I coordination of stoplights, as is already being done in Pittsburgh and other cities; 5. And whereas ridership on the MTC's Bronze Line is now projected to be 804,000 annually, which averages to just 2,200 per day - i.e., only 9 passengers per bus - 26% less than the current daily Eastside ridership of 3,300 on the MTC 64 bus line and 1,000 on the MTC 54 bus line; 6. And whereas the current projected cost of the Bronze Line is \$375 million, all from local taxpayers, averaging \$38 million per mile - and \$15.55 per passenger (i.e., \$375 million ÷ 804,000 annual passengers ÷ 30 years amortization), not including any operating costs for salaries, equipment and fuel; 7. And whereas the city of St. Paul currently has a \$26 million budget shortfall that could be more than covered were it not for the \$150 million-plus in St. Paul sales tax collections diverted to the Johnson Parkway bridge and the rest of the Bronze Line project; 8. And whereas the need and cost-benefits of the entire Bronze Line is questionable when ridership on public transit throughout the Twin Cities metro area fell by 3% in 2025, despite the opening of three other MTC rapid bus lines; 9. And whereas bus ridership between Maplewood Mall and downtown St. Paul has fallen 23.1% on Route 64 and 10.4% on Route 54 since 2019; 10. And whereas ridership on the Eastside's \$500 million Gold Line was originally projected at 8,600 daily riders, then revised down to 5,900 daily riders just before its opening a year ago and is now averaging less than 1,800 daily riders; 11. And whereas the MTC's Green Line ridership is down nearly 45% since 2019, with the line still contributing to non-violent crime increases and property value decreases in St. Paul's Central Corridor;

12. And whereas the private sector is already operationalizing alternatives to the MTC Bronze Line, such as Waymo clean-energy autonomous robotaxis that are now available in 10 other cities where its ridership has increased tenfold over the past year, from 50,000 a day to 500,000;

Then hereby be it resolved:

1. The Metropolitan Council should stop discriminatorily threatening the financial viability of the Realife Cooperative and the health of its residents by building the Johnson Parkway bridge within their view. We recommend that the council revert to a less-costly, more-efficient route for the Bronze Line, such as only running it between Maplewood Mall and the intersection of White Bear and Maryland avenues, where it would connect to the H Line and then the Gold Line, thereby freeing perhaps \$100 million in sales tax funds for higher priority street maintenance and safety improvements. At least, if the Johnson Parkway bridge must be built, it should be re-routed farther west, adjacent to the tennis courts and certainly leaving the present berm and trees between it and the Realife Cooperative.

2. And be it further resolved, the St. Paul City Council should follow the lead of the Maplewood and White Bear Lake city councils and represent its citizens, insisting the Metropolitan Council stop discriminating against Realife Cooperative homeowners and better serve the health and financial needs of St. Paul sales taxpayers, as outlined above.

Richard H.
Funk

My wife and I reside at 1355 Phalen Blvd on the west side of our apartment building. I have recently been informed that within the next few years I will look out our bedroom window and see under construction a bridge over which will pass many buses at all hours of every day. This bridge, I am told, will be built approximately 55 feet from our bedroom window and the lights from those buses will shine brightly through our windows. My wife and I have lived in our apartment for eleven years; we are now in our 80's and had planned to spend our last years on this earth in this apartment but now I'm not so sure we will be able to manage that. As is the case with most elderly people, we suffer from a number of ailments which limit our mobility and require much more rest than was the case when we were young. I'm afraid that the noise and disruption resulting from construction and the noise from buses traveling across the completed bridge will drive us from our apartment. This makes us very sad. We hope that you will oppose the Bronze Line or at least find a different route for it, a route which does not require the construction of a bridge outside our bedroom window. Everyone in our building is elderly and most of them feel the same way my wife and I do.

Thank you for listening to me.

Louis Offstein

Do the proposed bus line but without building the bridge and save hundreds of thousands of taxpayers money!

Jude Heimel

(This comment was transcribed from an audio recording; there may be transcription errors.)

Thank you for providing us with this time to speak with you. I am with a real life cooperative of Phalen Village. My name is Jude Heimel. I'm the immediate past president of the cooperative and currently head the finance committee.

I'd like to speak with you about one, the unique financial opportunity that we provide to low- and middle-income seniors and two the proposed construction phase that would negatively impact our health and financial status.

Our cooperative is an unusual financial entity. We are a limited equity cooperative. Individuals buy their share in the co-op at about one-third of its market value. This puts us in the category of naturally occurring affordable housing. Our members have too much money for section 8 and too little for market value-based housing. Along with our low buy in rate, we keep our monthly payments down by doing a huge amount of volunteer work normally done by staff in senior housing. This personal financial basis is critical to us. Whether we decide to stay or move, our share in the co-op is a significant portion of our end-of-life finances.

In this manner, we have created a unique haven for our members and provided a cornerstone for the sustainability of the South Lake Phalen area.

Now, I'd like to talk with you about the construction phase of the Johnson Parkway Bridge and how it will negatively affect our health and thus our financial stability. Quoting the journal of clinical and translational science from the Cambridge University Press, Seniors are highly susceptible to the effects of air pollution, noise, and environmental changes with exposure associated with higher morbidity, mortality, and social isolation. Long-term construction may pose serious health implications for seniors residing near construction sites. Standards and guidelines for the general population may not protect them.

If even a fraction of our population moves out, 10% 20% and cannot be replaced, the loss of operating revenue will result in a subsequent decline in infrastructure. The remaining co-op members are not in a position to shore up that revenue. A downward spiral will begin that cannot be stopped. We will be one more of these unique naturally occurring affordable housing islands that are disappearing due to market speculation or structural deterioration.

You have immense power. You are changing the landscape of the metropolitan area. You are changing the lives of the people of the metro area.

Please have compassion for the 84 long-term residents of Ramsey County who are doing their part to develop housing models for the future.

Thank you.

Dick Lasicko

(This comment was transcribed from an audio recording; there may be transcription errors.)

Welcome, Madame Chair, members. My name is Dick Lasiko.

I moved to St. Paul in September of 1971 to go to school at Macalester College and I never left. I worked at Macalester College nearly my whole working life.

That's one fact about me. The other more important fact is I've never driven a car in my life. I support the work of Metro Transit. I have relied on it throughout my career using Metro Transit to get from Northeast Minneapolis where I had a home to Macalester's campus to teach an 8:30 class.

I know that you do good work with the Metro Transit, and I think that you are doing a great job of providing more service to the east side. At the same time, as a taxpayer, I do find myself somewhat baffled as to why the bronze line is so much more expensive than the A line or the B line. Both are lines that I have considerable experience even when they were just simply Selby Lake and Snelling Avenue.

I moved to real life because it is a walkable community and I know that many of you share the vision of creating walk walkable communities. Real life has also been very very important in revitalizing St. the east side of St. Paul. On February 1st, 2001, the city was thrilled to learn that Real Life was going to develop that a property that was vacant that had was largely what it had on it was a ponderosa restaurant that had been defunct for several years.

The city council's president was thrilled. The planning commission was thrilled. District 2's council was thrilled. And in fact, they wanted real life to not only have one building on that site, but they wanted to have one a little bit north.

Real life was seen as an absolutely indispensable part of that revitalization, an opportunity to attract grocery stores into that food desert. And we have been successful in our efforts to make that part of St. Paul effective.

We were once seen as indispensable and now we are seen as disposable. I direct your attention to the scant amount of information in the public record regarding the bridge that is slated for our property. discussing the guide why they say the solution is both cost effective and minimally impactful ensuring smooth traffic flow and minimal disruption to the surrounding area.

You will hear from other members that it is not going to be minimally impactful for the real life cooperative. It is going to be incredibly disruptive.

In some ways, it would be easier if you would take a wrecking ball to the building because then you would have to compensate us. But as it is, what is being proposed here for this bridge which is absolutely unnecessary.

You know how to they know how to do rapid transit without a bridge. They did that with the A-line. They did that with the B-line. They could certainly do it here. They could keep the bus on the roads and not next to a building.

Dr. Michael
Dorsher

(This comment was transcribed from an audio recording; there may be transcription errors.)

Welcome In case some of you didn't receive the emails sent out uh this weekend of hard copies here, uh good afternoon, madame chair, transportation committee members. My name is Dr. Michael Dorscher. I serve as an executive committee member of St.

Paul's District 2 Greater East Side Community Council. I also serve on the east side YMCA council and I'm a Fulbright scholar who was elected president of the Minnesota chapter of Fulbright Alumni Association and last year named the top Fulbright chapter leader in the nation and I am not an exceptional member of the real life cooperative of Balin village. I am typical of them.

Every one of the 80 or so senior citizen homeowners at Real Life has devoted a lifetime to serving their country, their communities, the co-op, and their friends and family. Every one of us moved to real life with the intention of it being the last home we buy and settle into, our forever home.

I hope you can see by now why it is so unsettling for us to suddenly be confronted with the prospect of losing our home to years of construction chaos and then to 12 almost empty buses rumbling within 50 ft of our living, dining, and bedroom windows every waking hour for the rest of our life. And when our 15 homes on the west side become unlivable and unsellable, all of the remaining 41 homes in the real-life co-op will become unaffordable to keep up.

So, I must ask each of you, how can you approve a bronze line bridge design that inevitably will turn 80 upstanding senior citizens out of their home and rob them of their life saving? How can you run 240 buses a day within 50 ft of their windows just because there's a sewer line on the other side of the bridge?

How can you spend tens of millions of dollars on a bridge over the Johnson Parkway just because buses might have to wait a couple of minutes at the Phalen Boulevard lights when you could simply improve or control the timing of the lights?

How can you approve a bronze line pro project overall when by your own projections each bus will carry an average of just nine passengers which works out to \$1555 for each passenger over 30 years not to mention not to include all the operating costs of salaries equipment and fuel.

In summary, how can you put these buses in our backyard when you would never put them in yours? For now, these might just be rhetorical questions because I know that this is a session for comments, not debate and votes. But if you have questions about any of the information that we've provided here today in or in our resolution, I would be happy to answer them. Thank you.

Sharon
Markham

(This comment was transcribed from an audio recording; there may be transcription errors.)

Good afternoon madame chair and council members. It's good to see you again and hopes that our voices are heard one more time in a different way.

We are here today from the Phalen Village Cooperative to hopefully bulldoze your bronze blind project or at least the bridge which threatens the lives of 84 residents who live there. Every person has the right to feel safe, secure, and that sacred right to belong.

You have taken that away from us by insisting on building a bridge within 55 ft of our building. 100 ft would be too close. The Bronze Line project is an offshoot of two failed projects shut down by two neighboring communities and have placed it in the lapse of 84 senior community members.

The two neighboring communities, White Bear Lake and Maplewood, had their city councils voted down. Where is our city council of St. Paul and Ramsey County Council when we need them? At a time, you went from rush line to purple line in Whitebear community. It was shut down due to the community members and in their words not wanting to give their space up to convenience criminals or give space to drifters.

The Maplewood Community City Council shot the purple line down for the reason it would take up and destroy a portion of the Vento trail. Now, here we are at the Bronze Line project, and you state reasons of positioning the Bronze Line at such a 55 ft from our building due to not wanting to replace sewer lines or move a tennis court.

There is not good, sound reasons for destroying our community with a bridge that is not necessary. You are members of a council that are appointed, not elected, and have given us no reason to believe that this is a better way to serve democracy for the people.

You own Met Transit. Therefore, you must take responsibility for the failures along the way, such as the Northstar line, which ran 40 miles from Minneapolis to Big Lake. This project had to be abandoned after cost millions of dollars due to low ridership, massive budget overruns, and poor geographic planning. Or the Southwest Light Rail Green Line extension, again, over budget to the tune of \$2.8 billion. You were criticized for poor transportation and oversight regarding construction and change orders. I'm very familiar with light rail disasters that cost the city.

I'm from Detroit. If you haven't heard of the people mover, look it up. Uh it's uh those failed projects have keep coming. Here we are saying that to you that our main objective is to take the bridge out of the project as it is unnecessary, over budgeted and can only bring destruction to our community. You have not given the east side St. Paul community one reason that makes sense.

All we have been told is that the placement of the bridge is because it is too costly to replace a sewer line and you don't want to remove a tennis court or move it someplace else. Those reasons are highly insulting, and things take precedence things take precedence over human beings. I respectfully advise this council that there are two choices in this matter.

Either remove the bridge from the project that is too costly, unsightly and so very unnecessary or buy our building and our membership shares and we will call it a day. Please let us live out the remainder of our lives in peace.

Ruth
Belmonte

(This comment was transcribed from an audio recording; there may be transcription errors.)

Good afternoon, members of the committee.

My name is Ruth Belmonti. I'm a resident and shareholder of the real life cooperative of Phalen Village located at 1355 Phalen Boulevard. I'm here today to voice my strong opposition of the proposed infrastructure plans near my home, especially the Bronze Line Bridge and the developments at Phalen Boulevard and Johnson Parkway.

While I understand the region's desire to expand transit and having been raised in Europe, I deeply value, appreciate, and would never understand the importance of public transportation.

Ladies and gentlemen, this elevated bridge simply is in the wrong location. It is too close to our senior living community. Our cooperative is built on providing peaceful and supportive environment for its members and putting a massive transit structure right next in some places 55 ft to our building permanently destroys that piece. I am deeply concerned about privacy and proximity. The elevated bridge structure will loom directly alongside of our building, looking right into the residents' private windows and balconies. Noise and vibration, heavy rapid transit bus going 45 miles an hour every 10 to 15 minutes at 178 times per day. Somebody mentioned 250. Mine is 178 because I just counted the weeks. not the weekend.

An accelerated up and over the bridge right outside of our windows will generate constant noise and building vibrations disrupting our sleep and daily lives. And do you consider that you are creating a double layer of noise pollution over the bridge and under?

Loss of green space. The massive concrete structure will ruin the natural neighborhood aesthetic for years. The natural appeal near lake Phalen had drawn has drawn many of us to this co-op in the first place. The metropolitan council claims this project aims to help local communities, but they are forgetting that we are an active vital part of this community. Nowadays society focuses heavily on planned planning for the future. As seniors, our future looks different.

We are focused on here and now, ensuring our final years are spent in peace. While we may not have the same long future ahead, we are absolutely deserve to be safe, happy, protected. Right now, forcing 178 bus crossings our windows every weekday destroys that right. Respectfully, I urge the council to reject this alignment and find an alternative route that does not place heavy infrastructure right against a senior residential building.

Thank you for your time.

Darlene Baber (This comment was transcribed from an audio recording; there may be transcription errors.)

Good evening, Madame Chair, committee.

Um, I'm Dr. Darlene Baber. I'm 81 years old and I don't have time to recite my whole resume. So, I am here today because the proposed elevated Johnson Parkway bus bridge threatens the fundamental purpose of our community.

The health, safety, and living conditions of the seniors who live at Real Life Cooperative of Phalen Village. And I want to reinforce some of the comments that were made about health and safety and uh the security of our community.

While public transit is vital for our region, infrastructure must never be prioritized over human health. For older adults, the environment we live in directly dictates our physical well-being. This proposed bridge guarantees severe health risks that our community should not be forced to bear.

First, during the construction and after, we are threatened with extremely poor air quality and respiratory illness. Elevating a transit corridor to our buildings four levels will trap particulate matter and toxins within 50 ft of our homes. This is a direct physical threat to our neighbors who manage asthma, COPD, or recovering cardiovascular conditions. I myself have had TB, cancer, COVID and others and I would not survive this destruction.

Second, if this bridge is built, the continuous noise, flashing lights, low frequency vibrations from buses running right outside our windows will disrupt sleep cycles. For seniors, chronic sleep loss accelerates cognitive decline and spikes blood pressure.

Third, there will be the vulnerability to vibration. With the constant rumble of heavy transit vehicles above and below the bridge, traffic will have a double amplified noise effect. This can cause micro vibrations in our structure leading to feelings of instability and heightened anxiety for residents who are already prone to hearing vertigo or mobility challenges.

Finally, this bridge shatters a supportive sanctuary for aging in place. It replaces a peaceful retirement environment with an industrial transit hub. Therefore, this is important. We ask that you do not rubber stamp this bridge design. Please require a comprehensive independent senior health impact assessment before this bridge project moves any further. protect the physical and mental well-being of the citizens who spent decades building this city.

Leslie Ryan

(This comment was transcribed from an audio recording; there may be transcription errors.)

Hello. Hi. My name is Lesie Ryan, and I live with my husband at Real Life Cooperative which lies directly adjacent to the site of the proposed Bronson Line Bridge over Johnson Parkway.

Besides myself and my neighbors, I'm speaking on behalf of all who drive, walk, or bike daily on Phalen Boulevard, Johnson Parkway, and or the Vento Trail, and who enjoy the shade and beauty of those treelined corridors.

The Bronson Line project is exactly what is not needed in the Phalen area of the east side of St. Paul. Cutting down trees along the streets of the projected bronze line construction would destroy the natural beauty of the entire neighborhood and make housing in our community less desirable.

The proposed bridge over Johnson Parkway is planned to run within 55 ft of our cooperative building. The owners of 15 of our living units would suffer through years of daily construction noise, vibration, and pollution, followed by buses flying by outside their only windows every 10 minutes in each direction.

Selling those units of our building would be very difficult and that would jeopardize the sustainability of our cooperative. We, 84 taxpaying seniors who are currently shareholders in that cooperative, pick up litter, shop at local stores, frequent local businesses and clinics, and consider ourselves important in the maintenance of our east side pride.

We love living there and are offended that you have disregarded our living conditions in your planning. So, please, at the very least, remove the Johnson Parkway Bridge from the Bronze Line plans.

Our tax dollars could be better used in repaving all pothole riddled streets, keeping buses running in shared lanes, widening those lanes only at bus stops, and investing in new AI technology to move buses swiftly through intersections.

Before any further planning is done, I don't think it is unreasonable to request that you and each voting member of your council come to our building site and see firsthand the damaging effects that bridge construction would have on the natural beauty of our neighborhood and the life and well-being of 84 senior east siders.

**Sharon
Weller**

(This comment was transcribed from an audio recording; there may be transcription errors.)

Good afternoon. My name is Sharon Weller. I retired from my nursing career after 47 years living in both urban and rural communities. I serve as president of our co-op.

We chose to retire and live in our east side neighborhood when we could have lived anywhere in the metro area. At the Phalen co-op, I am an owner member. I am a property owner. I'm an employer. I'm a taxpayer in St. Paul and Ramsey County. And I am a voter.

Many of our current co-op members are proud lifelong Eastiders. This format does not permit me the luxury of time to tell you about the exceptional people who choose to invest in our co-op and in our neighborhood. Please understand that we are not apartment dwellers. We are investors in our property and in our community.

Well over 90% of us at the co-op oppose the current bronze line proposal and are talking to our community neighbors about this use of Ramsey County tax revenues.

Those could be used to accomplish more immediate and helpful improvements.

Every day I see dozens of people enjoying a walk or a run or a bike ride along Johnson Parkway to Lake Phalen.

Appendix 2: Full Text of Funding Allocation Comments

Commenter	Comment
Mayor Elise Ryan, City of Chanhassen	Thank you for the opportunity to comment on the Draft 2050 Transportation Policy Plan (TPP) Amendment #3. We appreciate the Metropolitan Council's work to plan for our region's transportation needs and recognize the importance of a strong, connected, and equitable regional transit system. As a mayor and community leader representing the City of Chanhassen, I am writing to respectfully ask that the southwest portion of the metropolitan region be more fully included in the conversation about future transportation investment, transit funding, and regional mobility. We are among the fastest-growing communities in the metropolitan region, and Carver County is one of the fastest-growing counties in the state. According to the Minnesota State Demographic Center's most recent estimates, Carver County grew 10.4% between 2020 and 2025, making it the second-fastest-growing county in Minnesota. State projections also anticipate continued substantial growth in Carver County over the coming decades. This stands in contrast to other portions of the metropolitan region that are experiencing stagnant or declining populations. Transportation planning must reflect the changing regional geography. Our community is continuing to experience residential, commercial, and employment growth. Our roadways remain in expansion and development modes, and our transportation needs are evolving alongside that growth. Planning for the next 25 years cannot rely solely on where the greatest transit demand exists today; it must also consider where people are moving, where jobs are being created, and where communities are expected to grow. I also believe there is an important role for the region's suburban transit providers in meeting these needs. SouthWest Transit has demonstrated its ability to respond to the transportation patterns of southwest suburban communities, including providing flexible service and addressing the critical "last mile" connection that traditional fixed-route systems may not be well positioned to provide. For many residents, access to transit does not begin at a major transit station. It begins with being able to get from their home to a transit connection, from a transit stop to their workplace, or from a neighborhood to a community destination. Flexible and demand-responsive services can play an important role in filling those gaps and extending the reach of the regional transit system. I therefore respectfully offer the following comments: • The regional transportation planning process should recognize the significant population growth occurring in Carver County and the southwest portion of the metropolitan region. Communities experiencing rapid growth have transportation needs that may not be adequately represented by current ridership patterns alone. • We support continued investment in transit throughout the region, but believe funding decisions should be based on a comprehensive assessment of both existing demand and anticipated future growth. A growing community should not have to wait for congestion or ridership to reach a crisis point before receiving meaningful consideration for transportation investment. • The amendment should not presume that transitway projects should have first claim on unallocated Regional Transportation Sales and Use Tax revenues. Those resources should be evaluated against the full range of regional

Commenter	Comment
	transportation needs, including fixed-route transit, suburban transit, demand-response service, first- and last-mile connections, and other services that improve access to the regional transportation network. • Regional transit providers outside of Metro Transit should have a meaningful seat at the table when decisions are made about the allocation of future transit resources. SouthWest Transit and other suburban providers have direct experience with the transportation patterns, challenges, and opportunities in their communities and can provide a valuable perspective that should inform regional investment decisions. • The region should recognize the complementary roles of different transit models. Fixed-route transit and transitways are important components of a regional network, but flexible and demand-responsive services can provide essential connections in lower-density and rapidly developing communities where traditional fixed-route service may not yet be the most effective or efficient solution. • The transportation plan should give greater consideration to first- and last-mile mobility. Connecting residents to the broader regional network is essential to making regional transit truly accessible, particularly in communities where development patterns, employment centers, and housing growth are dispersed. The City of Chanhassen and other surrounding communities, such as Chaska, Victoria, and Carver, represent a significant and growing part of the metropolitan region. We are not asking the Metropolitan Council to choose between transit investments in one part of the region and another. We are asking for a regional transportation strategy that recognizes that the needs of a growing southwest metro look different from those of an established urban corridor. A successful regional transportation system should provide a continuum of options from high-capacity transitways to local fixed-route service, suburban express service, and flexible last-mile connections. It should be responsive to where residents live today while anticipating where they will live, work, and travel tomorrow. I respectfully request that the Metropolitan Council engage regional transit providers and the communities they serve in a more comprehensive conversation about the future allocation of transportation resources, including both allocated and unallocated Sales and Use Tax revenues. Our communities are growing, our transportation needs are changing, and we want to be partners in developing the regional transportation system that will serve the entire metropolitan area through 2050 and beyond. Thank you for your consideration and for the opportunity to provide this comment.

Commenter	Comment
Mayor Taylor Hubbard, City of Chaska	[This comment was transcribed from a scanned letter using optical character recognition; some errors may be present.] Thank you for the opportunity to comment on the Draft 2050 Transportation Policy Plan (TPP) Amendment #3. We appreciate the Metropolitan Council's work to plan for the transportation needs of our region and recognize the importance of a strong, connected, and equitable regional transit system. As a mayor and community leader representing the city of Chaska, I am writing to respectfully ask that the southwest portion of the metropolitan region be more fully included in the conversation about future transportation investment, transit funding, and regional mobility. We are among the fastest-growing communities in the metropolitan region, and Carver County is one of the fastest-growing counties in the state. According to the Minnesota State Demographic Center's most recent estimates, Carver County grew 10.4% between 2020 and 2025, making it the second-fastest-growing county in Minnesota. State projections also anticipate continued substantial growth in Carver County over the coming decades. This stands in contrast to other portions of the metropolitan region that are experiencing stagnant or declining populations. Transportation planning must reflect that changing regional geography. Our community is continuing to experience residential, commercial, and employment growth. Our roadways remain in expansion and development modes, and our transportation needs are evolving alongside that growth. Planning for the next 25 years cannot rely solely on where the greatest transit demand exists today; it must also consider where people are moving, where jobs are being created, and where communities are expected to grow. I also believe there is an important role for the region's suburban transit providers in meeting these needs. Southwest Transit has demonstrated its ability to respond to the transportation patterns of southwest suburban communities, including providing flexible service and addressing the critical "last mile" connection that traditional fixed-route systems may not be well positioned to provide. For many residents, access to transit does not begin at a major transit station. It begins with being able to get from their home to a transit connection, from a transit stop to their workplace, or from a neighborhood to a community destination. Flexible and demand-responsive services can play an important role in filling those gaps and extending the reach of the regional transit system. I therefore respectfully offer the following comments: • The regional transportation planning process should recognize the significant population growth occurring in Carver County and the southwest portion of the metropolitan region. Communities experiencing rapid growth have transportation needs that may not be adequately represented by current ridership patterns alone. • We support continued investment in transit throughout the region, but believe funding decisions should be based on a comprehensive assessment of both existing demand and anticipated future growth. A growing community should not have to wait for congestion or ridership to reach a crisis point before receiving meaningful consideration for transportation investment. • The amendment should not presume that transitway projects should have first claim on unallocated Regional Transportation Sales and Use Tax revenues. Those resources should be evaluated against the full range of regional

Commenter	Comment
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transportation needs, including fixed-route transit, suburban transit, demand-response service, first- and last-mile connections, and other services that improve access to the regional transportation network.

- Regional transit providers outside of Metro Transit should have a meaningful seat at the table when decisions are made about the allocation of future transit resources. SouthWest Transit and other suburban providers have direct experience with the transportation patterns, challenges, and opportunities in their communities and can provide valuable perspective that should inform regional investment decisions.
- The region should recognize the complementary roles of different transit models. Fixed-route transit and transitways are important components of a regional network, but flexible and demand-responsive services can provide essential connections in lower-density and rapidly developing communities where traditional fixed-route service may not yet be the most effective or efficient solution.
- The transportation plan should give greater consideration to first- and last-mile mobility. Connecting residents to the broader regional network is essential to making regional transit truly accessible, particularly in communities where development patterns, employment centers, and housing growth are dispersed.

The city of Chaska, and other surrounding communities such as Chanhassen, Victoria, and Carver represent a significant and growing part of the metropolitan region. We are not asking the Metropolitan Council to choose between transit investments in one part of the region and another. We are asking for a regional transportation strategy that recognizes that the needs of a growing southwest metro look different from those of an established urban corridor.

A successful regional transportation system should provide a continuum of options from high-capacity transitways to local fixed-route service, suburban express service, and flexible last-mile connections. It should be responsive to where residents live today while anticipating where they will live, work, and travel tomorrow.

I respectfully request that the Metropolitan Council engage regional transit providers and the communities they serve in a more comprehensive conversation about the future allocation of transportation resources, including both allocated and unallocated Sales and Use Tax revenues. Our communities are growing, our transportation needs are changing, and we want to be partners in developing the regional transportation system that will serve the entire metropolitan area through 2050 and beyond. Thank you for your consideration and for the opportunity to provide this comment.

Commenter	Comment
William Reynolds, City Administrator, City of Shakopee	[This comment was transcribed from a scanned letter using optical character recognition; some errors may be present.] On behalf of the City of Shakopee, a member city of Minnesota Valley Transit Authority (MVTA), thank you for the opportunity to comment on the DRAFT 2050 Transportation Policy Plan (TPP) Amendment #3. Transit providers across the region - not Metro Transit or MVTA alone - share an interest in a policy plan that reflects genuine regional need and gives every provider a fair and transparent path to funding. We offer the following comments in that spirit. • The first page of the amendment references the Regional Vision of "A prosperous equitable and resilient region with abundant opportunities for all to live, work, plan, and thrive." The proposed amendment relies on \$219 million in "unallocated Sales and Use Tax" revenue to cover 79.6% of projected operating cost increases for the Bronze, J, and K BRT/ABRT lines, yet no transit provider outside Metro Transit currently has a defined pathway to access additional unallocated Sales and Use Tax funding for its own growing service needs - whether demand response or fixed route services - leaving providers in the fastest-growing parts of the region without a comparable funding option. \$219 million of funding that is only accessible to one transit provider is not insignificant when the other regional transit provider cities represent over 600,000 residents of the Region. • The amendment is noted as having minimal impacts to the overall regional transportation system in the 2050 Build Scenario and no increase in the regional mode share of 3.2%, but proposes the utilization of \$219 million dollars of unallocated sales and use tax, which is nearly five times the operating expenses of all of MVTA for 2025 (\$46.5 million). • While transit providers across the region support improved transit service and access, the proposed TPP Amendment expands the BRT/ABRT network without a corresponding regional dialogue - one that includes all transit providers, not just the Metropolitan Council and Metro Transit- about where future service allocation and funding should occur and where regional need is greatest. ABRT investment, in particular, largely enhances existing fixed-route corridors rather than addressing the region 's underserved and fastest-growing transit needs, producing marginal ridership gains relative to the cost. The J line is currently served by Route 54 and the K line is currently served by Route 18. • The amendment, as drafted, effectively presumes that transitway projects should have first claim to unallocated Sales and Use Tax funding ahead of other eligible service types. Both suburban and urban areas are experiencing significant population and ridership growth. • The TPP Amendment should not assert that unallocated Sales and Use Tax funding will cover transitway cost increases until the Council engages in meaningful, ongoing dialogue with all regional transit providers to assess where service is most needed and provides a transparent plan on how both allocated and unallocated Sales and Use Tax funds will be expended regionwide - now and into the future. • The plan continues to prioritize transitway expansion - which, particularly in the case of ABRT, mainly reinforces already-productive fixed-route corridors for marginal ridership gains - without a corresponding conversation about balancing investment across the full regional transit network. Expanding fixed-route service in Transit Market Areas 3 and 4 could meaningfully improve mobility and access for residents in those areas, producing a more equitable and comprehensive regional transit system. Thank you for considering these comments. Please do not hesitate to contact us or MVTA with any questions.

Commenter	Comment
Luther Wynder, CEO, Minnesota Valley Transit Authority	On behalf of the Minnesota Valley Transit Authority (MVTA), thank you for the opportunity to comment on the Draft 2050 Transportation Policy Plan (TPP) Amendment #3. Transit providers across the region share a common interest in a policy plan that responds to regional needs and provides all providers with a fair, transparent, and sustainable approach to funding. We offer the following comments in the spirit of continued regional collaboration: • The amendment identifies \$219 million in “Unallocated Sales and Use Tax” revenue to cover the majority of projected operating cost increases for the Bronze, J, and K BRT/ABRT lines. At the same time, transit providers outside Metro Transit do not currently have a clearly defined pathway to access additional Unallocated Sales and Use Tax funding to address growing demand-response and fixed-route service needs. We believe it would be beneficial to establish a transparent regional framework for how these resources may support transit needs throughout the region, including areas experiencing significant population and ridership growth. • Transit providers across the region support investments that improve transit service, access, and mobility. As the BRT/ABRT network expands, we believe there is an important opportunity for a broader regional dialogue — one that includes all transit providers alongside the Metropolitan Council — about future service priorities, funding allocation, and where investments can best respond to regional needs. This conversation could also consider the relative benefits of enhancing established, productive corridors through ABRT alongside opportunities to expand service in growing and currently underserved areas. • As currently drafted, the amendment could be interpreted as prioritizing transitway projects for Unallocated Sales and Use Tax funding relative to other eligible transit services. We encourage the Council to consider a more comprehensive approach that evaluates transitway investments alongside other service needs across the region, including both suburban and urban communities experiencing population and ridership growth. • The TPP Amendment should not assert that Unallocated Sales and Use Tax funding will cover transitway cost increases until the Council engages in meaningful, ongoing dialogue with all regional transit providers to assess where service is most needed and provides a transparent plan on how both allocated and Unallocated Sales and Use Tax funds will be expended regionwide both now and into the future. • More broadly, we encourage the TPP to consider how transitway expansion fits within investments across the full regional transit network. While ABRT can strengthen established fixed-route corridors, expanded fixed-route service in Transit Market Areas 3 and 4 may also provide meaningful mobility and access benefits for residents in growing communities. Evaluating these opportunities together would help ensure that future investments support a balanced, equitable, and comprehensive regional transit system. Thank you for considering these comments. MVTA values its partnership with the Metropolitan Council and our fellow regional transit providers, and we welcome the opportunity for continued discussion with Council members and staff ahead of the close of the comment period on August 24, 2026. We believe a collaborative regional conversation about future service needs and funding priorities will help ensure that the TPP supports a strong and responsive transit system for communities throughout the region. Please do not hesitate to contact us with any questions or to continue the discussion.

Commenter	Comment
Council Member Cyndee Fields, City of Eagan	I support MVTA's public comments to the Draft 2050 Transportation Policy Plan Amendment #3.



390 Robert Street North
Saint Paul, MN 55101-1805

651-602-1000
TTY 651-291-0904
public.info@metc.state.mn.us
metro council.org

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