



TRANSPORTATION POLICY PLAN

Major Comments and Responses 2018 Update

Metropolitan Council
Sept. 12, 2018

Who we heard from

- 300 comments
- 150 people/organizations
- Public hearing: 25 comments
 - Fleet, diesel, policing, climate
- Emails: 90
 - Fleet, diesel, policing, climate

Formal letters

- Anoka County Parks and Recreation
- The Arc of Minnesota
- Carver County Public Works
- City of Minneapolis
- Dakota County
- Ramsey County Public Works
- Southwest Corridor Transportation Coalition
- SouthWest Transit
- Washington County

Major comment themes

- Electrify the regional transit fleet, disappointment with the diesel leak
- Implement a free fare system; expand TAP program
- More equitable policing procedures
- General support for more funding – both for highways and transit

Other comments

- Support for better transit connections, region-wide
- Safer bike/ped infrastructure
- General advice related to accessibility
- Comments about emerging transitways
 - Riverview
 - Streetcars generally
- Support for Arterial BRT investment

Many of these comments were from individuals throughout the region.

Electrify regional fleet

- Emerging electric bus vehicle technologies are promising, but there are operational considerations
- By mid-2019, Metro Transit will have a plan related to expanding its fleet of electric vehicles and analysis of related issues
- Initial plans show as many as 130 electric vehicles will be in service in the next 6 years (2025)
- The C line will have between 8 and 15 fully electric articulated buses when it opens next year (2019)
- Pilot project will evaluate vehicle operating range and cold weather impacts
- Funding is a factor

Implement a free fare system

- 23% of the system operations are paid through fares
- There are no other sources currently available to make up for this potential loss
- State funding for transit operations has been very unstable and has not kept up with the rate of inflation
- Expectations from policymakers is that fares will support operations
- The Council has recently implemented a Transit Assistance Program for identified low income riders
- Changes to TPP: more information on the Transit Assistance Program
- Other actions: look into additional ways to highlight TAP program availability to riders

Policing procedures

- Need police for safety to riders, drivers, community
- Incidents and calls for service has been growing over time, but the overall crime rate on transit is low
- Role in fare compliance
- The Metro Transit police is working to ensure that enforcement practices do not disproportionately affect communities of color, indigenous people, and other historically disadvantaged communities.
- Policies adjusted: use-of-force policy (includes de-escalation), fare enforcement, immigration policy
- Internal affairs unit receives an average of 100 complaints per year, with more than 2 million public contacts annually, a very low complaint rate

Policing procedures

- Training on procedural justice, peer intervention, fair and impartial policing, verbal de-escalation, crisis intervention, and bias
- Metro Transit will continue to monitor trends, data
- Other resources:
 - Homeless Action Team and Cold Weather Rule
 - Crisis Intervention Team
- TPP changes
 - Adjust supportive local actions in strategies: Ensure that enforcement programs do not create or perpetuate racial inequities
 - Include language acknowledging that people of color have very different experiences with the criminal justice system and cite studies/data

Next Steps: schedule

- Present public comment report, final draft
 - TAB: Sept. 19
 - Transportation Committee: Oct. 8
 - Full Council: Oct. 24
- Transmit to US DOT

Questions?

Thank you!

