

2040 Transportation Policy Plan 2020 Update Overview Edits to Public Comment Version

Page #	Paragraph/sentence	Content change
14	New 4 th paragraph	<u>The benefits of the region’s highway system come with social and environmental costs, beyond the construction and related costs of the project itself. These include the initial impacts to local communities during the project construction and the continuing climate change, public health and environmental costs of their use. These costs and impacts can be mitigated through context-sensitive designs and targeted investments along corridors, along with advancement of technology like electric vehicles and strategies that reduce vehicle miles traveled.</u>
14	Call out box – add sentence at the end of text	<u>Meanwhile, federal housing policy supported racial segregation, and many Black and African-American residents could not buy homes in the newer suburban communities.</u>
15	Last paragraph	Reducing highway congestion has no easy fix, <u>a range of strategies must be used, including reducing travel demand through improved land use planning, and creating walkable and bikeable communities; supporting and encouraging telecommuting and the use of flexible work hours; and investing in transit and other alternative travel modes. When a roadway investment is necessary, this plan calls for implementing traffic management technologies; identifying lower-cost, high-benefit spot mobility improvements; implementing MnPASS lanes that benefit transit and carpools; and as a final solution strategically increasing capacity.</u>
17	Last sentence on page	Light rail and bus rapid transit routes are local services. The Northstar line is an express service.
18	New 4 th bullet on Transit Benefits	<ul style="list-style-type: none"> • <u>Reducing driving to decrease regional greenhouse gas emissions and lessen the impacts of climate change</u>
20	5 th paragraph	In the interest of <u>providing safer bicycle infrastructure that supporting supports</u> cyclists of all ages and abilities, there is a growing need to develop bikeways separate from vehicle traffic...
21	1 st paragraph	<ul style="list-style-type: none"> • Electric battery-assist bikes, or e-bikes, are an emerging trend. Mobility for adult <u>many</u> cyclists, and particularly for senior cyclists, will be greatly improved as e-bikes enable users to climb hills easily and ride longer distances, perhaps generating more interest in certain groups to ride more frequently for transportation.

		Accommodating increased numbers of e-bikes will be important in future planning efforts.
22		No changes recommended on p. 22 which is intended to be a description of the existing 'Regional Freight System.' Instead, see changes/additions on p. 45.
28	1 st bold sentence	Preserving the existing highway system is a top priority for highway funding and will consume the majority of available revenue over the next decade and beyond. Most of <u>the region's</u> these highways are 40 to 60 years old....
28	Call out box on Highway Reconstruction	Retitle the call out box to: "HIGHWAY RECONSTRUCTION CAN BENEFIT MULTIPLE MODES FUNDS FOR HIGHWAYS AND FUNDS FOR TRANSIT ARE SEPARATE Delete the first paragraph in the call out box relating to highway and transit funding. The discussion on funding inflexibility is moved to page 29.
29	Add new 3 rd paragraph	<u>Funding for highways and transit are separate and often inflexible.</u> The majority of state and federal transportation dollars are dedicated by the state constitution, or state and federal law for a specific mode or purpose, like the state trunk highway system or the regional transit system. These funds cannot be shifted from one mode to another. One of the region's flexible funding sources, however, is the federal Regional Solicitation funds distributed by Met Council and the Transportation Advisory Board. These funds account for only about 3% of the total transportation spending within the region.
29	Call out box on Facts of Urban Highway Construction	Urban highway construction 40 to 60 years ago disrupted many communities of color and others with <u>who had</u> little voice in government decision making. Many highways built in Minneapolis and Saint Paul destroyed neighborhoods, As a result, highways split and weakened <u>splitting and weakening</u> established communities <u>like I-94's construction in the 1960s that splintered Rondo, a such as I-94 being constructed in the 1960s through the Rondo community, splintering this thriving,</u> historically African-American <u>Saint Paul</u> neighborhood in . Today, <u>these highways still impact air quality, health, accessibility and noise in neighboring communities.</u> Planning for highway reconstruction is an opportunity to bring residents into the process, learn more about their needs, concerns and recommendations, and focus on improvements that will help reunite communities split by highways.
31	1 st Bold Sentence	"Highway congestion is a reality of a growing region. Addressing congestion <u>using a variety of strategies and tools is</u> must be a priority for the region.

31	2 nd paragraph	<p><u>Building more roads does not solve congestion. The region must use a variety of tools and strategies, including travel demand management strategies like teleworking; land uses that encourage the use of biking, walking and transit; and technology to manage congestion and maximize efficiency and safety. For example, congestion is not solely solved building more roads. Congestion must be managed to maximize efficiency and safety. Every mode of transportation – or what’s called a multimodal system – must be part of the plans and actions to manage congestion. Congestion and travel demand management are a transportation system priority and significant dollars are being invested for these purposes. These investments include:</u></p>
34	Add at end of second paragraph in equity section	<p>The Metropolitan Council’s focus on equity includes extensive public engagement and input into its planning and decisions. <u>Equity calls for focusing on the needs of those who are most impacted by decisions, like communities of color and those who have low incomes. Engagement within these communities should be an ongoing conversation throughout planning processes.</u></p>
35	Bulleted list	<p>Move 1st bullet to 3rd bullet.</p> <p>2nd Bullet end of sentence add: “can have an impact on sustainability <u>and climate change.</u>”</p> <p>3rd bullet becomes 1st bullet.</p>
38	New 1 st paragraph paragraph	<p><u>Equity Evaluation of Regional Transportation Investment</u></p> <p><u>In 2014, the Met Council’s Choice, Place and Opportunity: An Equity Assessment of the Twin Cities Region analyzed the region and its investments to understand patterns of need and opportunities across race and income. This report highlighted the wide disparities that exist across an array of regional outcomes between our region’s black, brown and indigenous populations and the white population. As part of the Council’s commitment to continuing to identify and reduce these disparities, we will initiate a Regional Transportation Investment Equity Evaluation. This evaluation will engage the Council, Transportation Advisory Board and regional stakeholders in an analysis of our region’s transportation funding, planning and investment decision-making processes; apply an equity lens to identify and evaluate systemic issues that may be leading to inequitable outcomes; and provide recommendations and strategies for making changes. The study will result in specific recommendations and actions for improving equity in the regional transportation funding, planning and programming processes, that will be prioritized and identified for implementation.</u></p>

38	New final paragraph	<p><u>Regional Travel Demand Management Study</u></p> <p><u>The region has a goal to increase the number and share of trips take by carpool, transit, bicycling and walking, as well as reducing transportation-related air emissions. While there are a variety of strategies to increase the availability of these options, the region’s last travel demand management study was completed in 2010 and much has changed since then. This includes the introduction of shared mobility options and mobility as a service, rapid changes in technology, the continued expansion of infrastructure like regional transitways, MnPASS, and regional bicycle travel facilities, and expanded interest in remote work resulting from the COVID-19 pandemic crisis. A Regional Travel Demand Management Study will research the most up to date strategies in travel demand management and evaluate their potential implementation in the region. The results will be an updated set of strategies to encourage these options and encourage reduction in single-occupant vehicle trips. Because travel demand management is best achieved as a regional strategy with many local stakeholders partnering together, the study will be a collaborative effort that includes state, regional and local governments, as well as businesses, property owners, and non-profits.</u></p>
45	Second paragraph (after noted paragraph break is inserted)	<p><u>At the end of current text on safety on transit, add: Not everyone has the same experience using the region’s transportation system. Analyses of enforcement data show that people of color experience disproportionate stops and enforcement on transit. Met Council and its regional partners will need to work to ensure that enforcement on the transportation system does not create or perpetuate these racial inequities. In 2020 and 2021, Metro Transit will be working with community partners to review its policies, practices and procedures for equity.</u></p>
45	2 nd paragraph	<p>Of recent concern is the rise in oil freight trains passing through the region..... Another notable rail freight safety and security issue is <u>caused by trespassing pedestrians and cyclists who are looking for short-cuts across rail tracks and yards in operating rail corridors. Nationally, over 500 people die each year in trespassing-related incidents. Numerous trespassing-related deaths occur each year across the nation and These trespassers trespassing can also pose a security threat when there are to rail freight shipments. of hazardous materials. More planning should be done to optimize the number of safe rail corridor crossings for people and vehicles.</u></p>
47	2 nd paragraph	<p>Both population and employment are forecasted to increase in the coming years, which will increase congestion. <u>Maintaining good regional access to destinations will require implementing a</u></p>

		<p><u>variety of strategies and tools to address congestion including providing multimodal options, implementing travel demand management and congestion management strategies and making highway improvements. Travel demand management strategies could involve promoting transit, biking and walking, as well as encouraging employers to increase teleworking and flexible work hours. Congestion management and reduction requires improvements to both state and local highways and practical options for multimodal travel. Examples of highway improvements includes using technology to help manage the flow of traffic during rush hours and to clear incidents quickly. Highway improvements bring in low-cost, high-benefit spot mobility improvements, MnPASS lanes, and strategic capacity enhancements as a final option. MnPASS lanes and spot mobility or strategic capacity enhancement to state and local highways.</u></p>
50	Strategies Summarized replace 4 th bullet	<p><u>A special emphasis is placed on avoiding, minimizing, and easing impacts of the current and future transportation system on people and the environment, especially disproportionately harmful outcomes for people of color and American Indians, or people who have low incomes.</u></p>
62	1 st paragraph	<p>No matter their source, nearly all transportation funds are allocated <u>specifically by Minnesota’s constitution or state or federal law for use on roadways or highways purposes</u> or are allocated for transit <u>purposes</u>. Funds specifically designated for <u>highways and funds designated for transit are separate and one mode in most cases</u> cannot be redistributed <u>between them for another modal purpose</u>. The Regional Solicitation, which represents approximately 3% of the region’s total transportation revenue, is the primary source of flexible funding – it can be used for roadways, transit or bicycle and pedestrian projects. <u>This funding is allocated to the Met Council under federal law. Its distribution, scoring of applications and selection of projects is led by the Transportation Advisory Board. Local units of government can decide to use some local transportation funds (property taxes and transportation sales taxes) for flexible purposes.</u></p>
64	2 nd paragraph, last two sentences	<p>And while these core functions must happen in order to preserve the existing state highway system, this system will not accommodate the region’s growing <u>travel highway</u> needs. For our growing region to prosper adequate funds are needed for both existing system preservation, as well as <u>as highway mobility improvements when other travel demand and congestion management strategies are inadequate system modifications that increase mobility</u>. These <u>mobility improvements modifications</u> would require additional funds.</p>

66	Second to last bullet	No significant expansion of bus service is available <u>possible</u> in the Current Revenue Scenario...
67	Bullet list	<p>Add federal funding milestone text:</p> <ul style="list-style-type: none"> • <u>Orange Line (I-35W South Bus Rapid Transit); Small Starts Grant Agreement Executed</u> • <u>Green Line Extension (Southwest Light Rail); Full Funding Grant Agreement Executed</u>
80	Air Quality add new final paragraph	<p>Add state and regional targets (from CH 2) to the Air Quality section</p> <p><u>State and regional goals are to reduce greenhouse gas emissions below 2005 levels by 15% by 2015, 30% by 2025 and 80% by 2050. The Statewide Multimodal Transportation Plan sets a statewide target of greenhouse gas transportation sector emissions to be less than 29.5 million tons carbon dioxide equivalent by 2025. By 2014 the state’s actual emission reduction was only 4% from 2005 levels, and currently Minnesota is not on track to meet 2025 goals. Since one quarter of statewide greenhouse gas emissions come from the transportation sector, reductions in transportation emissions will have to be part of the solution.</u></p>
81	Paragraph 6 1 st sentence	<p>By implementing the transportation projects identified in the Current Revenue Scenario, <u>with no planned changes in land use, investments or personal behavior</u>, the region is forecasted to experience the following outcomes by 2040.</p>
85	Replace existing section with new text	<p><u>Draft 2020 Update to the 2040 Transportation Policy Plan</u></p> <p><u>The 2020 draft update to the 2040 Transportation Policy Plan was released for public comment on June 24, 2020. Public comment was received through Aug. 10. A public hearing was conducted on July 27.</u></p> <p><u>During the public comment period, over 200 commenters participated, including individuals and representatives of organizations – local governments and non-profit organizations – logging 419 comments. A complete summary of the public comments is posted at metro council.org/tpp.</u></p> <p><u>The main themes from the public comment period ask that the Met Council:</u></p> <ul style="list-style-type: none"> • <u>Eliminate road expansion and invest in transit and active transportation to mitigate climate change and lower vehicle miles traveled</u> • <u>Recognize that black, brown, indigenous communities and low-income populations are the most impacted by</u>

		<p><u>climate change; plan and invest to mitigate (transportation) inequities</u></p> <ul style="list-style-type: none"> • <u>Promote best practice in parking policy to influence climate change and other negative effects.</u> <p><u>Changes to the plan are primarily reflected in the Overview, Highway Investment Direction and Plan Chapter 5, Transit Investment Direction and Plan Chapter 6, and Work Program Chapter 14.</u></p>
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Land Use 3 Chapter Edits

Page #	Paragraph/sentence	Content change
3.8	Last paragraph	<p>Add multimodal elements to discussion of land development impacts on transportation:</p> <p>Planning by local governments efforts will also need to focus on incorporating multimodal travel, including transit, walking and bicycling, into land use and design. Consequently, this travel demand will require <u>Reliable travel can be accommodated through</u> investments in <u>transit service, travel demand management strategies, arterial roads</u> and strategic <u>roadway</u> improvements to the regional highway system that address <u>safety, climate impacts, and</u> congestion and safety and provide reliable <u>travel</u> options. Planning by local governments will also need to focus on incorporating multimodal travel, including transit, walking and bicycling, into land use and design.</p>

Highway Chapter 5 Edits

Page #	Paragraph/sentence	Content change
5.21	Investment categories	<ol style="list-style-type: none"> 1) Operations and maintenance 2) Preservation of existing highway assets 3) Safety 4) Regional mobility <ul style="list-style-type: none"> <u>a) Travel Demand Management (TDM)</u> <ul style="list-style-type: none"> a)b) <u>_____</u> Traffic management technologies b)c) <u>_____</u> Spot mobility e)d) <u>_____</u> MnPASS d)e) <u>_____</u> Strategic capacity enhancements 5) Multimodal <ol style="list-style-type: none"> a) Freight 6) b. Bicycle and pedestrian infrastructure

5.34		<ol style="list-style-type: none"> 1) <u>Travel Demand Management – The region’s first priority to address mobility issues is travel demand management. Travel Demand Management strategies include implementing carpools/vanpools, staggered work hours, tele-work, compressed work weeks; transit, bicycle and pedestrian investments and land use changes.</u> 2) Traffic Management Technologies – The region’s <u>first-next</u> priority to address mobility issues is traffic management technologies (e.g., retiming traffic signals and comprehensive incident response). Past investments in this area have increased the capacity, reliability, and safety of the existing system. Before pursuing larger cost capital projects, an agency should be assured that traffic management technologies have been implemented to the most cost-effective extent possible. 3) Spot Mobility – The <u>second-third</u> priority for mobility investment is to implement low cost spot improvements at specific locations to maximize the return-on-investment. Typically, these are smaller in scope than traditional highway investments with the intent to allow quicker and simpler delivery, and recognize the diminishing returns of many larger projects. The region has in the past and will continue to identify these spot mobility projects through CMSP studies, a region-wide evaluation of MnDOT’s system. 4) MnPASS – If traffic management or spot mobility projects will not adequately solve the mobility problem, then the <u>third-fourth</u> priority of mobility investment is MnPASS lanes. These priced lanes manage demand to provide a less congested, more reliable travel option during peak travel periods for transit riders, carpools and those willing to pay. MnPASS can improve highway efficiency and effectiveness by prioritizing person throughput over vehicle throughput and providing long-term travel time reliability that is not possible with general purpose lanes. Although MnPASS lanes are often implemented as additional lanes, conversion of a general purpose lane may be considered as an option in some corridors with a constrained right-of-way. 5) Strategic Capacity Enhancements – The <u>fourth-fifth</u> priority of mobility investments, strategic capacity enhancements (namely interchanges and general-purpose lanes), are implemented when other previously described investments cannot improve travel conditions for people and freight. These must utilize the existing pavement and right-of-way to the extent possible. A number of criteria and conditions have been adopted to evaluate the appropriateness of implementing strategic capacity projects.
5.35	Moved section to here from page 5.53	Travel Demand Management

Transit Chapter 6 Edits

Page #	Paragraph/sentence	Content change
6.10	Last on page, continues onto next page	<p>Add text referencing new Work Program item:</p> <p><u>The Work Program includes a Regional Travel Demand Management Study that will look into the latest best practices in TDM nationwide and identify gaps and opportunities for this region. It is anticipated that this study will start in 2021 and continue into 2022. The last regional TDM study was completed in 2010 and much of the transportation landscape has changed since then with the rapid expansion of micromobility and shared mobility and recent trends in telework resulting from the COVID-19 pandemic.</u></p>
6.50	Second paragraph	<p>Edit text to reflect modern streetcar as a planned mode:</p> <p>The region will develop a network of transitways that considers a variety of modes including: bus rapid transit in multiple forms, light rail, <u>modern streetcar</u>, and commuter rail. The region is currently examining modern streetcar as a regional transitway mode (see discussion near the end of this chapter).</p>
6.62	First paragraph	<p>Add updated status to Blue Line Extension project summary:</p> <p><u>As of late 2020, due to the inability to secure colocation rights on the BNSF right-of-way, Hennepin County and the Metropolitan Council are exploring ways to deliver the Blue Line Extension project without the use of BNSF right-of-way.</u></p>
6.70	Last paragraph	<p>Clarify funding role on Highway 36 Transit Study:</p> <p>Highway 36 is being studied for transit improvements through an effort <u>funded by Washington County and jointly led by Washington and Ramsey counties</u> with recommendations expected in late 2020 or early 2021.</p>
6.71	Table 6-7	<p>Corrections to capital cost estimates for METRO Gold Line and Rush Line.</p>

Equity and Environmental Justice Chapter 10 Edits

Page #	Paragraph/sentence	Content change
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10.1-2	Last on page, continues onto next page	New sentence in reference to ACP50s: <u>While Thrive MSP 2040 also identified Areas of Concentrated Poverty where at least 50% of the residents are people of color, as of 2020 the Council will no longer identify these areas in response to community feedback that doing so created a stereotypical association between race and poverty. Additional data is being added to the annual dataset to help better illustrate the root causes of concentrated poverty and racial disparities; as this dataset evolves, it can inform future environmental justice analyses for transportation.</u>
10.5	Figures 10-1 through 10-5	Updated maps to eliminate references to Areas of Concentrated Poverty where at least 50% of the residents are people of color.

Work Program Chapter 14 Edits

Page #	Paragraph/sentence	Content change
14.2	Moved section forward and added Regional Transportation Investment Equity Evaluation	<p><u>Equity</u></p> <p><u>The Metropolitan Council’s Choice, Place and Opportunity: An Equity Assessment of the Twin Cities Region (2014) analyzed the region and its investments to understand patterns of need and opportunities across race and income. To fully integrate equity into the regional transportation planning process, the Metropolitan Council will conduct additional analysis on specific transportation-related equity issues as described below, including an overall evaluation of our regional funding, planning and programming processes to determine where systemic inequities are being supported and provide recommendations for making our processes more equitable.</u></p> <p><u>Regional Transportation Investment Equity Evaluation</u></p> <p><u>In 2021, the Council will begin a Regional Transportation Investment Equity Evaluation study which will engage the Council and Transportation Advisory Board in a discussion and evaluation regarding how transportation funding, planning and investment decision-making occurs in the region and apply an equity lens and evaluation process to make recommendations on how the processes could be changed to make transportation investment decision making more equitable. Specific recommendations and actions for improving equity in the regional transportation funding, planning and programming processes will be developed, prioritized and identified for implementation This process will also coordinate with the work of MnDOT in its Advancing Transportation Equity Initiative to select and utilize equity metrics to measure outcomes.</u></p>

		<p><u>An additional potential area for study after the Equity Evaluation is analyzing regional transportation safety outcomes by race and income and providing recommendations for transportation safety improvements that would benefit populations overrepresented in the regional crash rates and fatalities across all modes. Using an equity lens throughout transportation planning and investment decision-making is an important step in ensuring that transportation policies, practices, and procedures advance equity rather than create barriers to equity. The use of such a lens should be done in combination with using disaggregated data when possible. Work described earlier in this chapter that will also be conducted to understand the impacts of the COVID-19 outbreak across population groups and identify differing effects on travel behavior and employment.”</u></p>
<p>14.12</p>	<p>Added section on Planning for Climate Change with introduction that appears before the Electric Vehicles Planning Study and Planning for Greenhouse Gas Emissions Study</p>	<p><u>“Planning for Climate Change</u></p> <p><u>Climate change looms large as an issue with the potential to adversely affect the region in the absence of intentional and proactive planning to both mitigate and adapt to the impacts of a changing climate. Recognizing the importance of climate change mitigation, adaptation, and resilience, the Metropolitan Council has committed to using climate impacts as a lens through which to examine its work. Thrive MSP 2040 (Thrive) articulates that the Council will look for opportunities to use both its operational and planning authorities to plan for and respond to the effects of climate change, both challenges and opportunities.</u></p> <p><u>Over the last five years, the Council has conducted project work which assesses vulnerabilities to climate hazards, while also providing tools for stakeholders to perform their own assessments. The aim of this work is to create a more adaptable region. The Council has also engaged in project work to mitigate the effects of climate change through planning and operations. The climate planning and policy work is ongoing, and the commitment to mitigation, adaptation, and resilience efforts will be detailed in the Metropolitan Council’s Climate Action and Resilience Plan, currently under development.</u></p> <p><u>The Council is dedicated to expanding its support to local governments in climate change planning. The Council will research and develop methods to, at a regional scale, evaluate the effects of all major project types, corridor planning, project selection processes, and plans on regional greenhouse gas emissions. New investment categories may be recommended to help maximize greenhouse gas reductions in the most efficient manner.”</u></p>
<p>14.14</p>	<p>Added study</p>	<p><u>“Regional Travel Demand Management Study</u></p>

		<p><u>The region has a goal to increase the number and share of trips take by carpool, transit, bicycling, and walking as well as reducing transportation-related air emissions. While there are a variety of strategies to increase the availability of these options, the region’s last travel demand management study was completed in 2010 and much has changed since then. This includes the introduction of shared mobility options and mobility as a service, rapid changes in technology, the continued expansion of infrastructure like regional transitways, MnPASS, and regional bicycle travel facilities, and expanded interest in remote work resulting from the COVID-19 pandemic crisis. A Regional Travel Demand Management Study will research the latest and greatest strategies in the TDM and evaluate their potential implementation in the region. The results will be an updated set of strategies to encourage these options and encourage the reductions in single-occupant vehicle trips through travel demand management (TDM). Because TDM is best achieved as a regional strategy with many local stakeholders partnering together, the study will be a collaborative effort that includes state, regional, and local governments as well as businesses, property owners, and non-profits.”</u></p>
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Appendix F Edits

Page #	Paragraph/sentence	Content change
F.3	Last paragraph	<p><u>“Interchanges are generally in response to primarily a mobility need however they can be a solution to a persistent safety problem as well. Studies such as corridor studies, intersection studies and regional studies like the Principal Arterial Intersection Conversion Study can be helpful to demonstrate need.”</u></p>
F.4	Functional Classification section	<p><u>Is the cross-street of the proposed project a principal arterial or A-minor arterial? If not, are there exceptional circumstances such as persistent safety problem or a non-traditional design solution to avoid environmental impactsare there plans to change the cross street’s functional class to a principal arterial or an A-minor arterial?</u></p>