



TRANSPORTATION POLICY PLAN

Major Comments and Responses 2018 Update

TAC Planning Committee
October 11, 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 the comments resulted in smaller edits throughout the document as shown in the Public Comment Report

Electrify regional fleet/Climate change concerns

- Region should take actions to mitigate climate change such as moving to an all electric 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
- 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

Changes to the TPP

- Added references in the Overview to threat of climate change to the environment and infrastructure
- Transit chapter:
 - Added paragraph on electric buses
 - Added text on electric vehicle impact on support facilities (e.g. garages)

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

Policing procedures cont.

- Internal affairs unit receives an average of 100 complaints per year, with more than 2 million public contacts annually, a very low complaint rate
- 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

- New Strategy added under the Safety and Security goal:
 - B8. The Council and its regional transportation partners will ensure that police and public safety agency enforcement programs and actions on the region's transportation system do not create or perpetuate racial inequities.*
- Supportive local actions:
 - *Implement recommendations from the 2003 Minnesota Statewide Racial Profiling Study*
 - *Collect demographic data*
 - *Implement required state training for peace officers*

Next Steps: schedule

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

Note: After approval, the final document version with additional graphics and pictures is prepared and published

Questions?

Thank you!

