



Major Themes from Chapter Reviews

Highway & Finance



Comment Process Summary

- 391 comments from 9 agencies
- Many comments suggest language, grammar, wording edits or correct minor errors. Thank you! These are helpful but not summarized here.



Highway Investment Direction & Plan Comment Themes ⁽¹⁾



Comments on Introduction and Highway Planning

Outline or provide a summary of what is in the chapter

Will develop opening text to address this

Need to consistently frame highways as serving and supporting all modes

We will work toward greater consistency of framing highways for serving all modes and emphasizing prioritization of multimodal highway investments

When referring to automobiles as the primary mode of travel be clear that an important regional objective is to reduce single occupant vehicle travel

Agree, will develop language changes to address this

Highway planning section should include GHG Impact Assessment requirement and other related climate planning

Agree, will develop language changes to address this

Highway Investment Direction & Plan Comment Themes ⁽²⁾



Comments on Highway Performance Measures

Focus on improving access to destinations instead of reducing travel delay to avoid conflict with other policies (e.g., dense development)

We will add more language on the importance of access to destinations. Performance measures for the TPP will analyze this issue from a number of different angles including delay, reliability, and several access to destinations metrics.

Reconsider recurring congestion threshold of Travel Time Index > 1.25 for 2 hours, this captures more than excessive delay

We are bringing this question to the Congestion Management Process (CMP) Advisory Group for their input.

Highway Investment Direction & Plan Comment Themes ⁽³⁾



Comments Related to Highways and Climate

Highway forecasts should assume no increase in regional VMT to 2050 due to VMT and climate goals.

2050 modeling needs to account for the additional trips due to anticipated job and population growth so that decision-makers can make well-informed decisions and consider competing policy goals.

Highway mobility projects are at odds with the climate goal.

We will use a call-out box to describe changes to the approach to highway planning and programming given the new emphasis on climate. This topic will also be discussed in the Regional Solicitation Evaluation and may affect future scoring and project selection.

Emphasize goal of increasing occupancy on highways toward VMT and climate goals.

We will make this clearer in the chapter.

Note that highways can create a less dynamic and resilient region (e.g., fixed impermeable infrastructure contributes to flooding)

We can better describe that highways can have positive and negatives effects on this goal area depending on project type, context within the region, and design-level decisions.

Highway Investment Direction & Plan Comment Themes (4)



Comments on Highway System Investments

Describe what triggers the need for new principal and minor arterials, consider work plan to identify these needs

We will talk about this idea further with MnDOT, along with determining when another Metro wide functional classification review is needed

Investment categories should be consistent with MnSHIP categories

Agree, updated chart on investments will follow MnSHIP categories

Clarify the discussion and definition of induced demand and its relationship with highway capacity projects

Clarify the discussion on highway improvements that can cause longer travel, a shift from more sustainable modes, and sprawled development and the trade-offs between individual choice/benefits and regional impacts

Clarify relationship of increase in vehicle miles traveled, air pollution impacts, and vehicle electrification

Will revise text related to these issues

Finance Chapter Comment Themes (1)



Comments on the Introduction and Fiscal Constraint

The chapter would benefit from more graphics to tell the complex financial story

Agree, over the coming months we will work with our design staff to add explanatory graphics to the chapter

Remove use of terms like “recent” or “as yet unallocated” can date the document

Agree, but the Finance chapter will be amended/updated upon completion of the Regional Solicitation Evaluation. Other updates to funding and investment decision and changes can also be made at that time.

Clarify that IJA is also referred to as BIL or Bipartisan Infrastructure Law

Will add references to BIL

Concern about removing the increased revenue scenario and a lack of identifying “next up” projects

Agree it is important to identify projects that can utilize opportunity funding identified in the plan or competitive funding programs. Known “next up” projects are identified in the modal investment chapters

Finance Chapter Comment Themes (2)



Comments on Transportation Revenues

More clearly identify where 2023 state funding increases occurred

Will work to develop a graphic that shows categories and levels of funding increases

Consider adding a table showing revenue sources, allowable uses and level of flexibility in spending

Agree will work to such a table though it may appear as a link in the plan

Consider adding a graphic on the new regional sales tax distribution

Agree, will develop an appropriate graphic

Provide context on the level of bike and pedestrian spending that takes place as part of highway projects

Will explore available data on this question and possible additions to the plan to address the level of this spending

Finance Chapter Comment Themes ⁽³⁾



Comments on Transportation Revenues cont.

Recognize that fuel taxes and motor vehicle sales tax revenues will be a diminishing source over time

Agree, though level of reduction is uncertain. MnDOT provides all revenues estimates for the highway user fund (fuel tax, registration tax and motor vehicle sales tax). The TPP incorporates MnDOT's revenue assumptions and estimates.

Provide context and recognition that all transportation is subsidized (not just transit)

Will develop text to add in various locations

Recognize that the historical distribution of Regional Solicitation funds among modes is a choice, that can and should change to better align with regional goals.

Agree, will develop text to clarify that how to use regional funding to address the TPP goals this will be a major discussion and decision within the Regional Solicitation Evaluation work.

Finance Chapter Comment Themes (4)



Comments on Transportation Spending

Recognize that ABRT and other transit station spending does not cover all needs for access improvements and that these costs and spending fall to local entities

The Finance chapter describes high level revenues and spending on regional programs and projects. Access improvement responsibilities are determined through the project development process.

Competitive grants awards can come with unexpected cost participation costs for cities, also the new county funding will result in new projects with city participation costs, better coordination should occur.

Agree coordination on total project funding expectations should occur prior to submitting funding applications. Will provide text in the TPP encouraging coordination on total project funding among all funding partners.

Chapter Review Schedule

Chapter	November	December	January	February	March	April
Bicycle	Review	Changes				
Pedestrian	Review	Changes				
Travel Demand Management	Review	Changes				
Highways		Review	Changes			
Finance		Review	Changes			
Transit			Review	Changes		
Freight			Review	Changes		
Aviation			Review	Changes		
Policies & Actions				Review	Changes	
Goals Chapters (5)				Review	Changes	
Overview*					Review	Changes
Evaluation & Performance					Review	Changes
Work Program					Review	Changes
Misc. Appendices					Review	Changes

* Tentative schedule depending on progress of inputs.

Discussion on Process



- Any concerns or feedback about the organization review process moving forward?
- Chapters will remain available on SharePoint for one month past deadline for trailing review.

Thank you

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