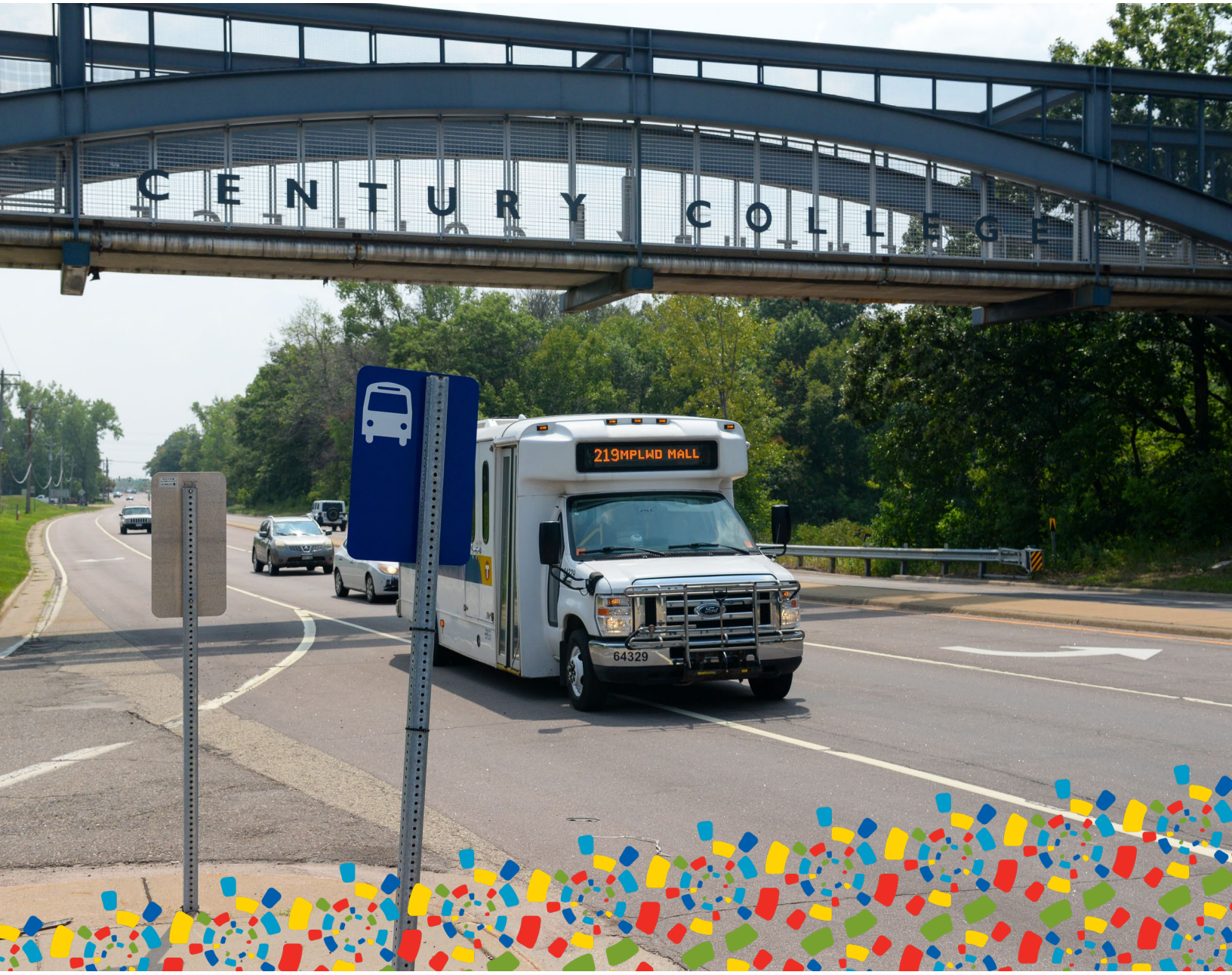
POLICIES AND ACTIONS



IMAGINE 2050
transportation policy plan

Regional vision

A prosperous, equitable, and resilient region with abundant opportunities for all to live, work, play, and thrive.

Regional core values

Equity | Leadership | Accountability | Stewardship

Regional goals

Our region is equitable and inclusive
Racial inequities and injustices experienced by historically marginalized communities have been eliminated; and all people feel welcome, included, and empowered.

Our communities are healthy and safe
All our region's residents live healthy and rewarding lives with a sense of dignity and wellbeing.

Our region is dynamic and resilient
Our region meets the opportunities and challenges faced by our communities and economy including issues of choice, access, and affordability.

We lead on addressing climate change
We have mitigated greenhouse gas emissions and have adapted to ensure our communities and systems are resilient to climate impacts.

We protect and restore natural systems
We protect, integrate, and restore natural systems to protect habitat and ensure a high quality of life for the people of our region.

Table of Contents

Introduction

Imagine 2050, the regional development guide, has developed a consistent definition of goals, objectives, policies, and actions:

- **Goals** are broad directional statements that more specifically describe the desired end states for the region.
- **Objectives** are the achievable results that advance each goal.
- **Policies** are the statement of intent and approach to regional issues or topics, independently and with partners.
- **Actions** are the specific activities to implement policies and achieve the goals and objectives.

Imagine 2050 establishes five regional goals:

- Our region is equitable and inclusive.
- Our communities are healthy and safe.
- Our region is dynamic and resilient.
- We lead on addressing climate change.
- We protect and restore natural systems.

Each policy plan in Imagine 2050 (housing, land use, water resources, regional parks and trails, and transportation) must develop plan-specific objectives, policies, and actions that support these regional goals. This plan's approach to supporting these regional goals is summarized in the Imagine 2050 Transportation Overview.

Using this document

The first set of policies listed (Policies that Guide All Work) apply to and support all Imagine 2050 goals and transportation objectives. While many of the remaining policies and related actions support multiple goals and objectives, each one is nested under the primary goal it is intended to support. Many of the policies and related actions support multiple goals and objectives. All five goals are important; they are not listed in order of priority.

Actions are shown in the tables listed under each policy. Not all actions apply to all actors or all projects. The Imagine 2050 Transportation Policy Plan differentiates actors and activity types. Transportation implementing partners will need to consider the actions to determine if, when, and how to incorporate them into their transportation planning and project processes. Please note:

- Each action included is assigned to an agency actor that will lead or support the implementation. For this document, Met Council exclusively represents the metropolitan planning organization role, whereas the Met Council's role as a transit operator is represented as Transit.
    - ✓: Lead role. The lead agency will be responsible for delivering the activities identified in the actions.
    - ◇: Support role. Support agencies will support the work through technical feedback, participating in technical work groups, or incorporating it into their planning work.
- Each action is also tagged by the type of action from the list below. Actions may have multiple tags. These will be used to allow plan users to filter the actions by type when navigating an interactive version.
    - **Investment Priority (IP)**: Actions tagged with (IP) provide direction to regional investment processes directed by the plan. This includes the Regional Solicitation, which

will complete an evaluation to determine the appropriate framework and application of these actions to the Regional Solicitation. Actions could be applied in the Regional Solicitation in a variety of ways including qualifying requirements, application categories, or scoring measures. These actions can also apply to other regional highway and transit funding programs. Investment priorities targeted exclusively at local governments are tagged as local planning (see below).

- **Local Planning (LP)**: Actions tagged with (LP) are requirements or guidance for agencies to incorporate into the transportation element of their Comprehensive Plans, corridor plans, transit provider plans, and other plans that are not regional or statewide. Major items are noted but this is not intended to be a comprehensive list. Local planning tag may also indicate actions with potential local investment priorities that would help support regional goals and objectives that are not tied to regional or statewide investment programs.
- **Technical Capacity Building (CB)**: Actions tagged with (CB) are technical assistance and support activities to provide guidance and best practices to agencies that builds regional technical capacity.
- **Partner (P)**: Actions tagged with (P) are activities that support the regional goals and transportation objectives where the plan is directing partners to take a direct lead. This tag applies primarily to regional or state partners; the local planning tag provides direction to local partners.
- **Work Program (WP)**: Actions tagged with (WP) are work program activities, including staff time and consultant studies, to be worked on until the next scheduled update of the plan in five years. These items are necessary to further research and policy guidance to support the region in achieving its goals and transportation objectives. Work program items are listed at the end of each policy. More complete descriptions of work program items are provided in the Imagine 2050 TPP Work Program.

Please note that land use objectives, policies, and actions are discussed in Imagine 2050 Land Use Policy.

Connection to performance measures

The Imagine 2050 Transportation Policy Plan is a performance-based plan. The plan has performance measures that align with the regional goals and transportation objectives and meet the federal performance reporting requirements. Additional details on performance measures are available in Evaluation and Performance section of this plan.

Policies that Guide All Work

Policies that guide all work are foundational elements of the region's 2050 Transportation Policy Plan. These policies and actions cut across all functional areas of the plan and can apply to all goals and objectives. These policies include the maintenance and updating of databases, applications, studies, and built infrastructure. They are intended to support a robust planning process and deliver a transportation system that meets the region's goals.

Policy contents

Policies and actions

1. Maintain a robust and current set of data, maps, plans, processes, and applications to support regional transportation planning.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
1A. Regularly update prioritization studies and quantitative and qualitative datasets that inform funding prioritization processes, including functional classification designation, regional bicycle transportation network, freight system maps, and others to reflect the most current representation of needs. Use data analysis procedures that allow for reproduction and updates. Regional datasets and mapping should be incorporated into local comprehensive planning. **(CB) (IP) (LP)**	✓	✓	◇	◇	◇	
1B. Explore new quantitative and qualitative datasets and sources to further define and understand transportation issues and needs. **(CB) (LP)**	✓	✓	◇	◇	◇	◇ (UMN)
1C. Expand data collection efforts to better understand transportation system use for every mode. Regularly collect regional pedestrian and bicycling activity data. **(CB) (LP)**	✓	✓	✓	✓	✓	◇ (UMN)
1D. Evaluate the uses of the four minor arterial sub-classifications and whether the current system or a different system is most appropriate moving forward. Implement findings as necessary. **(IP) (LP)**	✓	✓	◇	◇		
1E. Document a transportation need or priority for the project area as part of a local planning document or study completed within the last 10 years. Appropriate plans may include a comprehensive plan, regional or statewide plan, system plan (like bicycle or pedestrian facilities), Safe Routes to School plan, or corridor study. **(IP) (LP) (P)**	✓	✓	✓	✓	✓	✓

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
1F. Maintain, review, and update, as needed, access management guidelines for Principal Arterial and Minor Arterial corridors to preserve and enhance their safety and capacity, as measured by person throughput. Identify opportunities to manage, consolidate, and limit access or repair street grids, as appropriate, when implementing roadway improvement projects. Coordinate with MnDOT and regional partners on access guidelines. **(LP) (P)**	◇	✓	✓	◇		
1G. Maintain, review, and update as needed, the Preliminary Interchange Approval Process (Appendix F), the Metro Freeway Project Approval, and congestion management processes for the regional highway system to ensure proposed interchange and freeway investments are consistent with regional policy. **(IP) (LP)**	✓	✓				

UMN is the University of Minnesota.

2. Ensure the region has funding to achieve our goals.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
2A. Consider equity and geographic balance principles when allocating federal funds. Ensure all community types have adequate opportunity to access regional transportation funding. **(IP)**	✓	✓			✓	
2B. Identify and conduct needed prioritization studies to help the region be competitive in discretionary grant programs. **(CB) (IP)**	✓	◇	◇	◇	◇	◇ (UMN)
2C. Develop and provide technical support programs for state and federal discretionary grant programs. Work with partners to best align projects with funding opportunities. **(CB) (P)**	✓	✓	◇	◇	◇	◇ (UMN)
2D. Continue to share Regional Solicitation-funded project lists with Tribal Nations to encourage early coordination around cultural resources. **(IP)**	✓	◇	◇	◇	◇	
2E. Develop resources, data, and guidance for local agencies to support their federal discretionary grant pursuits, focusing on workforce development, equity, and climate and sustainability. (See **6B** for related action.) **(CB) (WP)**	✓	✓	◇	◇	✓	◇ (UMN, MPCA)

UMN is the University of Minnesota. MPCA is the Minnesota Pollution Control Agency.

3. Asset management activities and investments should advance regional goals and objectives.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
3A. Implement systems that track and prioritize conditions of pavement, bridges, transit, pedestrian and bicycle infrastructure, and other assets. **(CB) (IP) (P)**	◇	✓	✓	✓	✓	
3B. Use asset management investments to include additional elements that help achieve regional goals and objectives. Use additional criteria, like equity, safety, resilience, or others to prioritize asset management projects. **(IP)**	✓	✓	✓	✓	✓	
3C. Complete an Existing Interchange Modernization Study to prioritize improvements on existing interchanges based on infrastructure condition, presence/absence of multimodal elements, mobility, equity, safety, and other factors. **(IP) (WP)**	✓	✓	◇	◇		

Goal: Our region is equitable and inclusive

Objectives

- Historically disadvantaged communities are better connected to jobs, education, and other opportunities.
- We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color.
- We better meet the transportation needs of people who have disabilities or limited mobility.

Many of the policies and actions to advance transportation equity and inclusion have a basis in federal law and executive orders, like the Americans with Disabilities Act (ADA), Executive Order 12898 on Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and Executive Order 14008 on Tackling the Climate Crisis at Home and Abroad. Executive Order 14008 includes the Justice40 directive to ensure 40% of the benefits of certain federal investments flow to disadvantaged communities. Other policies and actions reflect ongoing studies and agencywide Met Council work in equity and anti-displacement. Learn more about how transportation relates to this goal here.

Policy contents

Policies and actions

4. Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
4A. Eliminate barriers to public participation. Compensate community members for their time and expertise. Engage members of historically underrepresented communities, including communities of color, low-income communities, youth, and people who have a disability. Use a variety of communication and engagement methods that are culturally appropriate for the community. Increase the availability of language services for those who do not speak English as a first language. **(IP) (CB) (P)**	✓	✓	✓	✓	✓	
4B. Provide best practices and training opportunities for culturally responsive and inclusive engagement, including language services, ADA services, community assessments, and other activities as identified. **(CB) (P)**	✓	✓	◇	◇	◇	
4C. Implement changes to planning and project development processes to ensure impacted communities can provide meaningful feedback, be involved in decision making, and influence outcomes. **(LP) (P)**	✓	✓	✓	✓	✓	
4D. Provide guidance on best practices for Tribal engagement in transportation projects. Identify opportunities to document the full, equal, and effective participation from Tribal Nations.	✓	✓	◇	◇	◇	◇
4E. Incorporate community assessments into regional transportation planning and project prioritization processes. Create processes and guidelines and implement training for a community assessments process. Document project processes and decision making for future reporting. **(WP)** Use community assessments to understand the community including demographics, history, and needs. **(LP) (IP)**	✓	✓	✓	✓	✓	

5. Ensure communities and investments meet federal Americans with Disabilities Act (ADA) standards and encourage partner government agencies to go above minimum standards to fully meet the needs of people who have a disability in infrastructure, services, communication, and engagement.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
5A. Support and fund efforts across the region to be compliant with the federal Americans with Disabilities Act minimum requirements by 2050. Track and report progress. **(P)** (See 5B for related action.)	✓	✓	✓	✓	✓	

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
5B. Identify methodologies and enforcement options to ensure ADA transition plans meet all requirements and best practices. Agencies should demonstrate they are making progress towards compliance. **(CB) (P)**	✓	◇				◇ (TBD)
5C. Review and update self-evaluations and transition plans for the public rights-of-way regularly. Local agencies should ensure their self-evaluations and transition plans address all requirements included in federal Public Right of Way Accessibility Guidelines once adopted by the U.S. Departments of Transportation and Justice. **(LP) (P)**	✓	✓	✓	✓	✓	
5D. Maintain publicly accessible fleet and transportation facilities to meet or exceed all ADA requirements. Programs including ride-hailing companies, carshare, and microtransit fleets must include enough accessible vehicles to equitably serve all customers, regardless of mobility device needs. **(P)**	✓	✓	✓	✓	✓	
5E. Provide training, technical assistance, and best practice guidance to expand universal design elements in transportation projects to ensure facilities can be accessed, understood, and used to the greatest extent by all people. **(CB) (P)**	◇	✓				

TBD is to be determined. Agencies have not yet been identified.

6. Implement strategies against gentrification and displacement caused by transportation investments.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
6A. Minimize right-of-way takings, particularly in environmental justice communities. Consider and engage communities on potential right-of-way needs and uses throughout the transportation planning process. **(LP) (P)**	◇	✓	✓	✓	✓	
6B. Explore opportunities for long-term residents to benefit from transportation investments, including tools and programs like community benefits agreements, workforce development, and anti-displacement strategies. (See 2D for additional component of this work.) **(CB) (P)**	✓	✓	◇	◇	◇	✓ (TBD)

TBD is to be determined. Agencies have not yet been identified.

7. Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
7A. Evaluate local area benefits and impacts for environmental justice communities, in addition to corridor travel, when planning transportation projects. **(LP)**	◇	✓	✓	✓	✓	
7B. Evaluate and report on program level impacts (Transportation Policy Plan and Transportation Improvement Program) and benefits to environmental justice communities to ensure regional planning processes result in equitable outcomes for the region. **(IP)**	✓	✓				
7C. Implement Justice40 considerations for relevant funding programs to ensure at least 40% of the benefits of those investments will be directed to disadvantaged communities as defined by USDOT's Justice40 guidance. **(IP)**	✓	✓	◇	◇	◇	
7D. Review and revise, as findings recommend, MnDOT's process to ensure noise walls and other noise mitigation efforts are equally distributed for the people experiencing noise pollution. Evaluate the noise wall decision process, including how residents and property owners vote on that decision, to ensure all residents experiencing noise impacts are heard and properly protected. (See 13E for related action.) **(P)**	◇	✓	◇	◇	◇	
7E. Develop and provide tools, training, and best practices on equitable process development and project development. **(CB) (P)**	✓	✓	◇	◇	◇	
7F. Develop an analysis methodology and environmental justice framework to evaluate how projects benefit or harm different communities and demographics. **(CB) (WP)**	✓	◇	◇	◇	◇	◇ (FHWA)

FHWA is the Federal Highway Administration.

8. Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.

= lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
8A. Complete and implement the Metropolitan Highway Harms Study. **(CB) (IP) (WP)**	✓	◇	◇	◇	◇	

Goal: Our communities are healthy and safe

Objectives

- People do not die or face life-changing injuries when using any form of transportation.
- People feel safer, more comfortable, and more welcome when using any form of transportation.
- We mitigate and avoid harm to people caused by nearby transportation infrastructure and use (for example, air quality, noise, light).
- People are better connected to community and cultural resources that support their physical, emotional, and mental well-being.
- People can increase physical activity with more opportunities to walk, roll, or bike.

Transportation is a key social determinant of health. Social determinants of health are the factors in the environment where people live that impact their health and quality of life. Safe and affordable access to housing, food, education, job opportunities, and community and cultural resources can contribute to and support a region where our residents live healthy and rewarding lives with a sense of dignity and well-being. Safe transportation that provides travel options for residents is key to reaching these resources and improving quality of life. Learn more about how transportation relates to this goal here.

Policy contents

Policies and actions

9. Plan for and invest in transportation facilities that are context-sensitive and are high quality and comfortable for all users.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
9A. Reference the National Association of City Transportation Officials Design Guides, MnDOT Bicycle Facility Design Manual, or Small Town and Rural Multimodal Networks when designing corridor improvements to provide safe and connected walking and biking facilities for all ages and abilities. Prioritize projects that meet or exceed guidance in these or other references. **(IP) (LP)**	✓	✓	✓	✓	✓	✓ (ROW)
9B. Continue to evaluate the impacts of regional safety investments. Connect with residents, businesses, and other users to understand if investments are meeting the expected results and needs of the community. If expected results are not being met or the investments result in unintended negative transportation safety outcomes, project sponsors should identify follow-up actions needed. **(CB) (P)**	✓	✓	◇	◇	◇	
9C. Provide technical assistance on the benefits and impacts of proven and emerging transportation safety strategies. Encourage local agencies to include them in their transportation planning work. **(CB) (LP)**	✓	✓	◇	◇		

ROW Indicates all other agencies with right-of-way jurisdiction.

10. Work to eliminate fatalities and serious injuries from traffic crashes on the transportation system by 2050 using the Safe System Approach.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
10A. Prioritize projects that improve safety for all modes of travel and have the potential to reduce deaths and serious injuries from crashes. When evaluating projects, consider regional and local safety action plans, high-injury streets, and systemic risk factors. **(IP)**	✓	✓	✓	✓	✓	✓ (ROW)
10B. Form a regional traffic safety technical working group. Facilitate regional coordination and reporting on the impacts and results of local safety projects. **(CB)**	✓	◇	◇	◇		

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
10C. Continue to maintain, track, and analyze crash data by transportation mode and severity to identify priorities for investments. Coordinate this data with local, regional, and state planning efforts. Include a safety analysis of crash trends, data, and needs by mode and crash severity in comprehensive plans, including at least the five most recent years of data. Identify high priority transportation corridors and locations to reduce fatalities and serious injuries. **(LP) (IP)**	◇	✓	✓	✓		
10D. Update state aid standards to allow for more flexible designs that could enhance safety along roadways and manage speed in urban and suburban contexts. Allow state aid roads to use alternative design guidelines. **(P)**	◇	✓	◇	◇		
10E. Continually study and evaluate advancements in safety technology. Identify opportunities to implement safety technology on the regional transportation system. Provide technical guidance on best practices as they arise. **(CB) (P)**	✓	✓				✓ (UMN)
10F. Build agency skills and understanding of transportation safety and the Safe System Approach. Continue research, presentations, training, and technical assistance to expand the Safe System Approach in planning and project development. **(CB)**	✓	✓				
10G. Ensure the region is distributing competitive regional Highway Safety Improvement Program funds for pedestrian and bicyclist safety-focused transportation projects at least in proportion to the percent of all pedestrian and bicyclist fatalities and serious injuries. **(IP)**	✓	✓				
10H. Work with transportation partners to study the benefits and impacts of speed safety enforcement including equitable enforcement strategies. Implement all recommendations and required legislative changes. **(CB) (P)**	✓	✓	◇	◇		◇ (UMN, DPS)
10I. Encourage the state to participate in the National Highway Traffic Safety Administration Section 1906 Grant Program to prohibit racial profiling in traffic stops, acknowledge harms caused by racial profiling in traffic enforcement, and help reduce negative impacts of racial profiling and policing throughout communities. **(P)**	◇	◇	◇	◇		✓ (DPS)

ROW Indicates all agencies with right-of-way jurisdiction. UMN is the University of Minnesota. DPS is the Department of Public Safety.

11. Emphasize and prioritize the safety of people outside of vehicles in transportation rights-of-way.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
11A. Support local planning efforts with safety-focused programs for pedestrians and bicyclists like Safe Routes to School and Safe Streets and Roads for All. **(LP) (IP)**	◇	◇	✓	✓		✓ (ISD)
11B. Prioritize projects that improve safety, comfort, and ease of use for pedestrians and bicyclists, with a focus on areas that are overrepresented in negative safety outcomes. This may include intersection designs that reduce pedestrian crossing exposure or adding bicycle safety elements like protected intersections. **(IP)**	✓	✓	✓	✓	✓	✓ (ROW)
11C. Research local or regional measures that could address increased vehicle weights and sizes that negatively impact safety outcomes and maintenance needs. **(P) (CB)**	◇	✓	◇	◇		✓ (UMN)
11D. Develop and implement a Safer Connections to Transit program to ensure safe and year-round access to transit for people walking, rolling, and biking. **(IP) (LP) (WP)**	✓	◇	◇	◇	◇	

ROW Indicates all agencies with right-of-way jurisdiction. ISD are Independent School Districts. UMN is the University of Minnesota.

12. Provide safe, secure, and welcoming transit facilities for all users.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
12A. Plan and design transit corridors and transit facilities to reduce conflicts with bicycles and pedestrians. Provide adequate space for transit users and other modes of travel that move through and access the facilities (bike facilities, pedestrian space, and crossings). Balance corridor safety and transit improvements. **(LP)**	◇	✓	✓	✓	✓	
12B. Coordinate with public safety agencies to provide a collaborative approach to safety and security. Expand resources for additional security services, other staffing to support police, and health and human services. Work with communities to identify other ways to meet safety needs. Ensure staff and operator safety during transit operations. **(P)**	◇	◇	✓	✓	✓	
12C. Design for maintenance and operations needs at new or reconstructed transit facilities. Evaluate new investments to ensure misuse of facilities does not affect positive customer experiences. When designing transit facilities, review designs and material choices for ease of maintenance, durability, and reducing vandalism. **(LP)**	◇				✓	
12D. Fund transit safety and security activities that are not tied to ridership growth. **(IP)**	✓				◇	

13. Use transportation investments and priorities to reduce negative health impacts influenced by the transportation system.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
13A. Promote investment in active transportation modes with a focus on disadvantaged communities and places where access to healthy transportation options is less developed, such as suburban and rural communities. **(IP)** (See policies **15** and **17** for related actions.)	✓	◇	◇	◇		◇ (Parks)
13B. Prioritize and implement transportation projects that reduce the six common air pollutants to meet the Environmental Protection Agency's primary air quality standards. When the region does not meet these standards, prioritize investments that help reach the standards for any of the six common air pollutants. **(IP)**	✓	◇	◇	◇		
13C. Emphasize travel demand management strategies on unhealthy air quality days to reduce emissions from single-occupant vehicle travel that contribute to poor air quality and health impacts. (See policy **21** for related actions.) **(IP) (P)**	✓	✓	✓	✓	✓	
13D. Preserve or install additional natural features like shade trees and native plants and grasses at, along, or near pedestrian, bicycle, and transit facilities. Ensure proper maintenance of landscaping. (See **33C** and **33E** for related actions.) **(LP) (P)**	✓	✓	✓	✓	✓	
13E. Prioritize and invest in noise walls, natural buffers like berms, and other noise mitigation measures. (See **7D** for related action.) **(P)**		✓	✓			
13F. Prioritize projects that include green assets and shade cover in the transportation right-of-way with an emphasis in environmental justice areas. Use extreme heat analysis tools to evaluate needs. **(IP)** (See **33C** and **33E** for related actions.)	✓					
13G. Convene and support internal and external groups to evaluate and address health and safety issues related to transportation facilities, with an emphasis on communities overburdened by transportation infrastructure. **(CB) (P)**	✓	✓	◇	◇	◇	◇ (MDH)
13H. Work with partners to find assistance for those displaced from transportation rights-of-way. Work to create more housing options to ensure appropriate housing is available. **(P)**	✓	✓	✓	✓	✓	
13I. Provide multimodal connections to essential destinations, including cultural and social community gathering places and grocery stores. **(IP) (LP)** (See **13K** for related action.)	◇	✓	✓	✓	✓	

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
13J. Coordinate with regional partners in health, human services, and transportation, to provide and administer public services and information at regional transportation centers, such as (but not limited to) public health supplies and information, and connections to public services. **(P)**	◇	✓	✓	✓	✓	
13K. Continually study and evaluate advancements in public health where it intersects with transportation considering transportation's role as a social determinant of health. Identify opportunities to study or implement improvements for public health related to the regional transportation system. Provide technical assistance on best practices. **(CB)**	✓	✓	◇	◇	◇	◇ (MDH)
13L. Identify opportunities to better serve and support access to Dakota, Ojibwe, and Ho-Chunk cultural resources.	✓	◇	◇	◇	◇	◇ (AIAC)
13M. Define, inventory, and map essential destinations to aid local and regional partners to connect communities to these destinations and improve public health outcomes. Expand accessibility analyses to include essential destinations when defined and inventoried. **(CB) (WP)**	✓	✓	◇	◇	◇	✓ (UMN)

MDH is the Minnesota Department of Health. UMN is the University of Minnesota. AIAC is the American Indian Advisory Council.

14. Incorporate culturally appropriate placekeeping and placemaking into transportation projects, infrastructure, and right-of-way.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
14A. Include elements in transportation projects that support community connections and identity. Prioritize projects that elevate the role in defining transportation within a community's context and the project's ability to enhance or highlight that identity. **(IP) (P)**	◇	✓	✓	✓	✓	
14B. Identify opportunities and funding to incorporate public art or other livability efforts in or on transportation facilities, including transit stations and stops, transit vehicles, highway over/underpasses, noise walls, and other large structures. **(LP) (P)**	◇	✓	✓	✓	✓	◇ (UMN)
14C. Activate underutilized transportation infrastructure and transportation rights-of-way in urban service areas as defined by Imagine 2050 Community Designations. Consider amenities, lighting, alternative uses, and community collaboration opportunities. **(LP) (P)**	◇	✓	✓	✓	✓	

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
14D. Consider and incorporate local neighborhood context, identities, and goals into project design and transportation infrastructure. Consider local partnerships with community groups to enhance context sensitive design and foster community identity. (See **4D** for additional component of this work.) **(LP) (P)**	◇	✓	✓	✓	✓	

UMN is the University of Minnesota.

Goal: Our region is dynamic and resilient

Objectives

- People and businesses trust that transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.
- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.

People, businesses, and institutions in our region depend on transportation to meet their daily needs. A transportation system that is resilient and reliable provides robust and affordable access to destinations by any mode of travel people may choose. This plan will support a reliable transportation system with predictable travel times; transportation choices that provide access to jobs, services, and community destinations; a resilient transportation system that withstands natural and human-caused disruptions. Learn more about how transportation relates to this goal here.

Policy contents

Policies and actions

15. Plan and implement a complete bicycle system including local networks that connect to the Regional Bicycle Transportation Network alignments to provide connections between regional destinations and local bicycle networks.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
15A. Plan, implement, and prioritize projects that connect to, improve, or complete segments of the Regional Bicycle Transportation Network. Update network corridors and alignments in coordination with regional partners and in response to local or corridor planning efforts. **(LP) (IP)**	✓	✓	✓	✓		✓ (Parks)
15B. Plan, implement, and prioritize bikeway connections between the Regional Bicycle Transportation Network and transit facilities. Prioritize local bikeway projects that connect the local network to an existing or planned regional transitway. Consider network alignments along, near, and parallel to transit corridors when planning transit routes and facilities. **(IP) (LP)**	✓	✓	✓	✓	✓	✓ (Parks)
15C. Include a bicycle system element in local comprehensive plans. Local agencies should identify their local bicycle network in addition to the Regional Bicycle Transportation Network corridors and alignments within their city or county. Coordinate networks across jurisdictional boundaries. **(LP)**	◇	◇	✓	✓		✓ (Parks)
15D. Explore options to connect Regional Bicycle Transportation Network corridors and alignments to rural communities. **(IP) (LP) (CB)**	✓	◇	◇	◇		◇ (Parks)
15E. Invest in and implement All Ages and Abilities bicycle networks to complete the regional and local bicycle systems so all people have improved cycling opportunity, safety, and mobility. Evaluate existing tools that identify potential bicycle demand (for example, MnDOT's Suitability for the Pedestrian and Cycling Environment) for use in funding prioritization or develop a new tool that is tailored to the region. **(IP)**	✓	✓	✓	✓		✓ (Parks)

Parks are regional park agencies.

16. Identify, prioritize, and improve locations where network gaps or physical barriers (like rivers, freeways, and rail corridors) may impede nonmotorized travel.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
16A. Plan and implement new or improved regional bicycle barrier crossings identified in this plan's bicycle investment plan. Prioritize Tier 1 and Tier 2 regional bicycle barrier locations for regional funding. Update regional bicycle barriers and crossing locations as new ones are identified through planning efforts. (See 16C for related action.) **(IP) (LP)**	✓	✓	✓	✓		
16B. Determine the needs of bicycles and pedestrians on freeway construction and reconstruction projects. Construct new bicycle and pedestrian facilities where gaps exist, and study additional solutions to reconnecting communities**. (LP) (P)**	◇	✓	◇	◇		
16C. Identify and prioritize gaps or barriers in bicycle and pedestrian systems in local, regional, and state plans. Include locally identified barriers in local plans. **(IP) (LP)**	✓	✓	✓	✓		

17. Provide regional resources to support local planning and implementation for pedestrian travel.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
17A. Include a pedestrian element as part of local comprehensive plans. Within the plan, identify local pedestrian priority networks or areas, pedestrian travel barriers, and strategies that will be used to improve pedestrian travel. Prioritize projects that include sidewalks, crossings, or other appropriate pedestrian facilities as part of the larger project. **(IP) (LP)**	✓	◇	✓	✓		
17B. Prioritize sidewalk projects that close gaps, remove barriers, and/or improve pedestrian safety. Evaluate existing tools that identify potential pedestrian demand (e.g., MnDOT's Priority Areas for Walking) for use in funding prioritization or develop a new tool that is tailored to the region, if needed. (See 13A for related action.) **(IP)**	✓	◇	◇	◇		
17C. Provide education on best practices and safety countermeasures for pedestrian crossings in all contexts. **(CB)**	✓	✓				
17D. Complete the Regional Sidewalk Phase 1 Study. Implement findings, as necessary. **(CB)**	✓	◇	◇	◇		

18. Use a variety of transit service types to match transit service delivery to residents' daily needs based on transit markets.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
18A. Designate transit market areas and maintain transit service design and performance guidelines to inform general transit system design. Local communities should identify transit facilities and improvement needs associated with their land use plans. **(LP) (IP)**	✓		✓	✓	✓	
18B. Use new service delivery models to fill gaps in fixed-route transit service, including microtransit. **(IP) (LP)**	◇				✓	
18C. Complete ongoing route performance analysis and service performance monitoring to inform service changes that can adapt to changing land use, demographics, travel trends, or other influences on transit service performance. **(IP) (LP)**	◇				✓	
18D. Update service improvement plans regularly to identify opportunities for transit service expansion and major restructuring. Recommended to be updated every five years but local conditions may dictate different needs. Service improvement planning should include substantial engagement with transit riders and potential transit riders. **(IP) (LP)**	◇				✓	
18E. Create a microtransit policy framework to establish an understanding of the opportunities to deliver local microtransit services in a consistent manner across regional providers and service models. **(CB) (WP)**	✓				✓	

19. Plan for, invest in, and implement a network of transitways to expand access to reliable, frequent, high-capacity, all-day transit services.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
19A. Identify corridors for potential transitway investment and conduct corridors studies to determine appropriate investment, including transitway mode, alignment, and stations. **(LP)**	✓	◇	✓	◇	✓	
19B. Coordinate local supporting elements for transitway projects including required resolutions, land use planning commitments, improvements to local connecting infrastructure, and timing of connected or related projects. See Land Use discussion in Imagine 2050 for local requirements. **(LP) (P)**	◇	◇	✓	◇	✓	

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
19C. Create a project funding plan and commitments for capital, operating, and maintenance costs for the life of the plan. Obtain necessary grants and agreements for project funding. **(IP)**	◇	◇	◇	◇	✓	
19D. Build, operate, and maintain transitways. Work with partners to identify needed improvements, as necessary. **(IP) (P)**	◇	◇	◇	◇	✓	
19E. Update the network of arterial rapid transit corridors. Identity, evaluate, and prioritize future lines for investment. **(IP) (LP) (WP)**	✓	◇	◇	◇	◇	

20. Coordinate transit service delivery and operations to create a high-quality rider experience.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
20A. Provide and maintain accurate information on transit services. Improve the accuracy of real-time transit information for riders. **(IP) (P)**	◇	◇			✓	
20B. Coordinate and connect fares across transit agencies for all service types to provide easier use of multiple services. Regional transportation service providers should coordinate the use of technology solutions to allow for easier booking of transit passenger trips between various modes and providers. (for example, connecting fare payment platforms across transit agencies). (See **22A** for related action.) **(P)**	✓		◇	◇	◇	
20C. Provide fare products that balance attracting new riders, retaining existing riders, providing equitable service to disadvantaged communities, and sustainable funding. **(IP) (P)**	◇		◇	◇	✓	
20D. Improve service coordination between regional transit providers. Establish guidelines for services being provided across transit provider service areas. Maintain guidelines on connections between fixed-route services and other service types like microtransit, dial-a-ride, and vanpool. **(CB) (LP) (P)**	✓	◇	◇	◇	✓	
20E. Coordinate roadway and transit projects to ensure all users' needs are considered and projects are not more disruptive than necessary for transit users. **(LP) (P)**	◇	✓	✓	✓	✓	

21. Use travel demand management (TDM) to plan, fund, and promote multimodal travel options and alternatives to driving alone.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
21A. Provide incentives for trip reductions by single-occupancy vehicle travel. Work directly with employers to establish travel demand management programs, performance targets, and technical support, as needed. Create and implement a framework for other incentive and pricing strategies. **(CB) (IP) (P)**	✓	✓	✓	✓	✓	◇ (TMO)
21B. Create a regional travel demand management program structure and technical working group to improve transparency and awareness of the regional travel demand management program. **(CB) (P)**	✓	◇	◇	◇	◇	◇ (TMO)
21C. Implement development-based trip reduction programs and ordinances. Use regional funding to prioritize developments that address travel demand management. Provide technical support to cities and developers on travel demand management ordinance development and implementation. **(LP) (IP) (P)**	✓	◇	✓	✓	✓	◇ (TMO)
21D. Prioritize investments in travel demand management that improve highway reliability. Use travel demand management strategies to spread highway travel demand across less congested hours of the day. **(IP)**	✓	✓	✓	◇	◇	
21E. Prioritize transportation projects that include travel demand management elements or serve communities with travel demand management ordinances, strategies, and programs. **(IP) (P)**	✓	✓	✓	✓	◇	
21F. Conduct outreach and promotion activities for alternatives to driving alone that increase awareness about options and promote new travel demand management programs. Provide support for people trying new travel modes with trip training and guides. **(IP) (CB) (P)**	◇	◇	✓	✓	✓	◇ (TMO)
21G. Continue to explore and support shared mobility options across different modes and platforms to allow for more flexible and affordable travel and reduce the need for vehicles in a household. Prioritize investments in shared mobility that support regional goals and objectives. Explore providing regional shared e-bike and e-scooter services to provide first- and last-mile options for users to connect to their origins and destinations. **(IP) (P)**	✓	✓	◇	◇	✓	◇ (TMO)
21H. Create methodologies and guidance to integrate travel demand management activities into highway planning and project development processes. **(LP) (WP) (P)**	✓	✓	◇	◇	◇	
21I. Create frameworks for travel demand management incentives, pricing, and development review programs to support implementation of actions. **(IP) (CB) (WP)**	✓	◇	◇	◇	◇	◇ (TMO)

TMO is Transportation Management Organizations.

22. Provide high-quality connections within and between modes of transportation.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
22A. Improve planning, booking, and paying for transportation services across modes and platforms. Require transportation services that receive public funds to share their data in easily understandable, accessible, and coordinated formats. (See **20B** for related action.) **(IP) (P)**	◇	◇	✓	✓	✓	◇ (TNC)
22B. Improve wayfinding at key locations where multiple transportation modes come together like transit centers/stations, activity generators, important trails, large parking facilities, mobility hubs, and any others. **(IP) (LP) (P)**	◇	✓	✓	✓	✓	
22C. Implement mobility hubs that facilitate connections between multiple modes to increase first- and last-mile services in high-activity locations using the Mobility Hub Planning Guide. **(IP) (LP) (P)**	◇	◇	✓	✓	✓	
22D. Incorporate amenities at bus stops, transit stations, park-and-rides, transit centers, and mobility hubs as described in Transit Service Design and Performance Guidelines. **(IP) (P)**	◇	◇	◇	◇	✓	
22E. Consider curb management plans in the transportation section of comprehensive plans, where appropriate. Identify opportunities to address and balance multimodal needs (including those of urban freight delivery, shared mobility options, and electric vehicle charging infrastructure). **(LP) (P)**	◇	◇	◇	✓	◇	
22F. Establish plans or processes to provide year-round maintenance on all transportation infrastructure. Provide technical assistance to support local maintenance efforts. **(IP) (CB) (LP) (P)**	◇	✓	✓	✓	✓	✓ (Parks)

TNC is a transportation network company (for example, Uber and Lyft). Parks is regional parks agencies.

23. Implement a Complete Streets approach in policy, planning, operations, and maintenance of roads.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
23A. Use a Complete Streets approach to transportation planning and project development. Prioritize roadway projects that include transit, bicycle, and/or pedestrian improvements for funding. **(IP) (LP)**	✓	✓	✓	✓	◇	
23B. Include All Ages and Abilities multimodal improvements for traveling along and across roadways. Consider the safety and mobility of all users in the project area. **(IP) (LP)**	✓	✓	✓	◇		
23C. Implement speed management and traffic calming measures on roadways that have excessive lane capacity or in areas where there is high demand for nonmotorized travel. **(IP) (LP)**	✓	✓	✓	✓		
23D. Create a regional Complete Streets typology that is sensitive to land use context and supplements functional classification. Provide local assistance and workshops to aid in the implementation of Complete Streets policies and processes. **(CB) (LP) (IP) (WP)**	✓	◇	◇	◇		
23E. Identify regional priorities for MnDOT's new main streets/urban pavement funding program. **(IP) (WP)**	✓	✓	◇	◇		

24. Plan for and invest in first/last-mile freight connections between major freight generators and the regional highway system.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
24A. Update the Statewide Freight Bottlenecks Report every other year to identify impacts of highway congestion on freight movements, including congestion at MnDOT-identified truck freight bottlenecks, and identify cost-effective mitigation. **(IP) (CB) (P)**	◇	✓	◇	◇		
24B. Improve real-time safety information on major freight corridors to inform drivers of routing disruptions. (See **28A** for related action.) **(CB) (P)**		✓				
24C. Plan for and improve first- and last-mile highway connections between major freight terminals and important freight nodes that may generate significant freight traffic, and the Met Council designated Regional Truck Freight Corridors. **(LP) (IP) (P)**	◇	✓	✓	✓		
24D. Prioritize freight reliability and safety in transportation investments. Incorporate findings from MnDOT's Metro District Freight Plan when completed. **(IP) (P)**	✓	✓	◇	◇		

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
24E. Develop a framework for a Complete Streets planning process that considers the safe movement and delivery of freight and goods in addition to other goals. (See policy 23 for related actions.) **(LP) (CB)**	✓	◇	◇	◇		
24F. Facilitate discussions between the trucking industry and local and state transportation partners to identify regional truck parking issues, conflicts, and solution opportunities. **(CB) (P)**	✓	✓	◇	◇		
24G. Partner with private industry and universities in pilot studies and projects that promote and facilitate last-mile distribution through parcel consolidation (through urban / suburban center parcel distribution microhubs), zero-emission vehicles (like cargo e-bikes), and emerging technologies (such as air and land-based drones). **(CB) (P)**	✓	✓	✓	✓	◇	✓
24H. Encourage major urban freight delivery providers to provide summary data related to delivery vehicle miles traveled and develop aggregated data metrics for tracking progress in meeting regional and state goals. **(CB) (P)**	◇	✓	◇	◇		
24I. Explore methods to account for the influences of online shopping on regional freight and household shopping trips in planned updates to the Council's freight and activity-based travel forecasts. **(CB)**	✓	◇				◇ (TBD)
24J. Perform an update to the Twin Cities Metropolitan Regional Freight Study. **(IP) (CB) (LP) (WP)**	✓	✓	◇	◇		

TBD is to be determined. Agencies have not yet been identified.

25. Provide transportation options and transit advantages on roadway corridors with delay and travel time reliability issues.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
25A. Use the Congestion Management Process Handbook during project planning and development to evaluate lower-cost mobility solutions that can provide options and more reliable travel. Provide technical assistance and training on congestion management process analysis processes. Incorporate requirements or scoring measures in funding processes that prioritize use of the handbook for roadway expansion projects. **(IP) (LP)**	✓	✓	✓	✓		
25B. Prioritize transit, carpool, biking, and walking options on or parallel to congested corridors. Roadway authorities should work with implementers of transit during planning and project development to identify opportunities. **(IP) (LP)**	✓	✓	✓	✓	◇	

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
25C. Implement a managed lane system to provide reliable travel for transit, carpool travel, and those willing to pay. **(IP) (LP) (P)**	◇	✓	◇	◇		
25D. Consider using MnDOT highway mobility funding on roadway improvements that also support bus rapid transit, transit advantages, and managed lane improvements on corridors that have transit travel time reliability issues. **(IP) (P)**	◇	✓			◇	
25E. Provide an interconnected network of transit advantages on roadways between regional destinations. Identify opportunities to implement transit advantages on roadways and prioritize them based on travel time benefits and number of affected users. (See **25G** for related action.) **(LP) (IP)**	✓	✓	✓	✓	✓	
25F. Research congestion pricing options, including travel demand management incentives and general pricing, and their impact on travel patterns. **(CB)**	✓	◇				◇ (UMN)
25G. Identify and prioritize investments for dedicated transit lanes and transit advantages. **(IP) (WP)**	✓	◇	◇	◇	✓	

UMN is the University of Minnesota.

26. Focus highway mobility investments on corridors with high levels of existing delay and travel time reliability issues.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
26A. Follow the mobility solution hierarchy when identifying investments to address highway delay and reliability issues: • Travel demand management and increased transit • Traffic management systems • Spot mobility • Interchanges • Managed lanes • Targeted regional capacity **(IP) (LP)**	✓	✓	✓	✓		
26B. Target corridor-level regional highway system mobility investments only where there is poor reliability caused by excessive delay. Excessive delay is defined by a travel time index greater than 1.25 for more than 2 hours. Projects should follow the mobility hierarchy to identify investment opportunities. Target regionally significant intersection to interchange conversion projects based on high priorities in the Intersection Mobility and Safety Study. (See **26A** for related action.) **(IP) (LP)**	✓	✓	✓	✓		

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
26C. Identify planning opportunities to complete or update corridor studies on high-priority locations identified in the Intersection Mobility and Safety Study. **(LP) (P)**	◇	✓	✓	✓	◇	
26D. Use regional prioritization studies and plans, like the Statewide Freight Bottlenecks, Regional Truck Freight Corridors, Congestion Management Safety Plan, and Intersection Mobility and Safety in project selection criteria in competitive funding programs. **(IP)**	✓					
26E. Identify, prioritize, and fund corridors for traffic technologies that would most effectively mitigate impacts from recurring and nonrecurring congestion. **(WP) (IP)**	✓	✓	◇	◇	◇	
26F. Update the Congestion Management Safety Plan to identify congestion- and safety-related problem locations and potential solutions on state highways. **(WP) (IP)**	◇	✓	◇	◇	◇	
26G. Update the Managed Lane System Study to establish a managed lane system vision and a prioritized list of corridors. **(WP) (IP)**	◇	✓				

27. Identify and implement activities and investments that will mitigate current or anticipated climate or weather-related impacts.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
27A. Identify areas prone to weather- and climate-related issues to mitigate climate and weather-related impacts. Preserve or expand tree cover within transportation rights-of-way. Use tools like the localized flooding map, extreme heat map, and the Growing Shade tool to understand areas of need. **(LP)**	✓	✓	✓	✓	✓	
27B. Design public transportation facilities to maintain user comfort as climate impacts increase (for example, shade, cooling, shelters). When retrofitting facilities, prioritize those in historically disadvantaged communities. **(IP) (P)**	✓	✓	✓	✓	✓	
27C. Explore plans, programs, and policies that will reduce overall impervious surface, like concrete or asphalt in parking lots, to limit the impacts of extreme heat, urban heat island effects, and stormwater runoff. (See **32B** and **32D** for related actions.) **(LP)**	◇	✓	✓	✓	✓	
27D. Prioritize and invest in elevation and stormwater systems that reduce the frequency and duration of flooding of transportation assets due to major storm events. Determine an acceptable level of interruption due to flood events. **(LP) (IP)**	✓	✓	◇	◇	◇	

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
27E. Evaluate pavement materials and techniques to support resilience and minimize impacts from more frequent freeze-thaw cycles and flooding events. **(CB) (P)**		✓				◇ (UMN)
27F. Develop and provide drainage manual guidance and technical assistance to transportation partners, including green stormwater infrastructure. **(CB) (P)**		✓				◇ (MPCA)
27G. Prioritize projects that include sustainable and resilient designs or harden infrastructure against extreme weather events. **(IP)**	✓	◇	◇	◇	◇	
27H. Identify resilience needs and activities for the most common system issues, share best practices, convene partners, and provide technical assistance. **(CB) (P)**	◇	✓				
27I. Complete and maintain a resilience improvement plan and associated mapping applications. Consider ways to customize to the metro area's needs. **(IP) (P) (CB) (WP)**	◇	✓	◇	◇	◇	

UMN is the University of Minnesota. MPCA is the Minnesota Pollution Control Agency.

28. Pursue opportunities to minimize disruption and nonrecurring delay from weather, security, and traffic incidents.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
28A. Coordinate regional transportation technology systems (signals, message boards, cameras, or others) across jurisdictions in response to nonrecurring events to ensure system resiliency. **(P)**	◇	✓	✓	✓	◇	
28B. Convene technical experts and share information to expand regional understanding of transportation technology needs and opportunities. **(CB) (P)**	◇	✓			◇	
28C. Coordinate planned transportation infrastructure construction impacts to minimize the overall disruption to people and businesses. **(P)**	◇	✓	✓	✓	✓	
28D. Analyze the regional roadway network to identify where system redundancy is needed or where a missing connection would improve the overall system (interchanges, over/underpasses, river crossings, frontage roads, grid connections, or other similar elements). **(IP) (CB) (LP) (WP)**	✓	◇	◇	◇	◇	

Goal: We lead on addressing climate change

Objectives

- The region's transportation system minimizes its greenhouse gas emissions.
- People have more reliable access to zero emissions vehicle infrastructure.
- By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.

At 25% of total greenhouse gas emissions, the transportation sector generates the largest share of emissions in Minnesota. Most emissions in the transportation sector come from gas- and diesel-powered vehicles. The region's goal to lead on addressing climate change envisions a region where we have mitigated greenhouse gas emissions and support the state's goal of a net-zero economy by 2050. Meeting this goal requires a comprehensive approach that includes supporting the transition to electric vehicles, reducing vehicle miles traveled, and other greenhouse gas mitigation efforts, such as increased transit use, travel demand management and active transportation (walking, biking, and rolling). Learn more about how transportation relates to this goal here.

Policy contents

Policies and actions

29. Ensure the availability, visibility, and accessibility of electric vehicle charging infrastructure.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
29A. Plan for regional private and shared electric vehicle charging needs. Establish an approach to define charging infrastructure priorities, including installation in multi-unit housing, historically disadvantaged communities, and rural areas. **(IP) (LP)**	✓	✓	◇	◇	◇	◇ (MPCA)
29B. Support the expansion of private and shared electric vehicle charging systems. Coordinate and partner with public and private entities to construct electric vehicle charging infrastructure that meets the needs of private and shared vehicles, e-scooters, e-bikes, and commercial delivery vehicles. Consider charger placement opportunities in transportation right-of-way, public facilities, and publicly accessible private businesses (for example, parking lots, convenience and gas stations). **(IP) (LP)**	◇	✓	✓	✓	✓	◇ (MPCA)
29C. Fund, research, develop, and share resources with local agencies to engage and educate residents on vehicle electrification and charging. **(LP) (CB)**	✓	✓	◇	◇	◇	◇ (MPCA)
29D. Develop and implement low/no-emission fleet transition plans, including service and support vehicles. Provide technical support as necessary. **(LP) (CB) (IP)**	✓	✓	✓	✓	✓	◇ (MPCA)

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
29E. Evaluate strategies to expand zero emission transitions in medium- and heavy-duty vehicles and fleets, like delivery vehicles, school buses, and freight trucks. **(CB) (P)**	◇	✓				✓ (MPCA)
29F. Identify methods and processes to prioritize targeted charging and fueling infrastructure funding with a focus on historically disadvantaged and rural communities. **(CB) (WP)**	✓	✓				◇ (MPCA)

MPCA is the Minnesota Pollution Control Agency.

30. Evaluate and mitigate the greenhouse gas (GHG) impacts of transportation plans and projects.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
30A. Evaluate project's impacts on greenhouse gas emissions. Implement the requirements from Minnesota Statute 161.178 Transportation Greenhouse Gas Emissions Impact Assessment **(IP) (LP) (P)**	✓	✓	◇	◇	◇	
30B. Maintain a greenhouse gas inventory, forecast, and GHG reduction scenario planning tools that can evaluate reduction strategies and support planning efforts. Provide support for transportation greenhouse gas reduction efforts with best practices, technical assistance, and guidance. **(CB) (LP)**	✓	✓	◇	◇	◇	
30C. Support the inclusion of low-carbon construction methods and materials into transportation projects (steel, concrete, recycle in place, or others). Continue to research best practices and provide regular training. **(CB) (P)**	◇	✓	◇	◇	◇	✓ (UMN)
30D. Develop, evaluate, and implement other transportation strategies to reduce greenhouse gas emissions. **(CB) (IP) (LP) (WP)**	✓	✓	◇	◇	◇	

UMN is the University of Minnesota.

31. Prioritize projects that reduce vehicle miles traveled through sustainable transportation options.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
31A. Develop a methodology that can evaluate projects for their impacts on vehicle miles traveled. Collaborate with transit providers to understand and identify potential vehicle miles traveled reduction from transit investments. **(CB)**	✓	✓	◇	◇	✓	◇ (FHWA)
31B. Use existing funding programs (for example, Carbon Reduction Program) or create new funding programs to target investments that reduce vehicle miles traveled per capita, including investments in transportation options beyond driving alone. **(IP)**	✓	✓	◇	◇	◇	
31C. Create information and personalized stories about trip reduction that demonstrate the feasibility of the state and regional vehicle miles traveled goals, objectives, and targets. **(CB)**	✓	◇	◇	◇	◇	
31D. Develop educational materials that inform the public and promote actions that residents and businesses can take to minimize vehicle miles traveled and greenhouse gas emissions from delivery and shopping-related trips. **(CB) (P)**	✓	✓	◇	◇		✓ (TBD)
31E. Support the expansion of access to bicycle systems, including incentives for individual bike purchases for electric or traditional bikes, secured bike parking, bike charging infrastructure, and shared bicycle programs. **(IP) (LP) (P)**	✓	✓	◇	◇	◇	
31F. Examine ways in which regional transportation investments can better support more efficient land use patterns. Consider land use context and policies as a prioritization factor for regional funding. **(CB) (LP) (IP)**	✓	◇	◇	◇	◇	
31G. Build better understanding of the shared benefits of vehicle miles traveled reduction on climate mitigation, congestion, and safety. **(CB)**	✓	✓	◇	◇	◇	

TBD is to be determined. Agencies have not yet been identified.

Goal: We protect and restore natural systems

Objectives

- The region's transportation system protects, restores, and enhances natural systems (for example, air, water, soil, vegetation, and habitat quality).

Natural systems include land, air, and water and their ecosystems. Transportation uses interact with these natural systems in a variety of ways: fragmenting natural habitats; noise, water, and air pollution; impacts from paved surfaces; and more. Typically, environmental analysis processes that are required by the state and federal governments address the impacts to natural systems caused by transportation projects. The policies that support the region's goal to protect and restore natural systems will promote and encourage protection, mitigation, and restoration efforts. Learn more about how transportation relates to this goal here.

Policy contents

Policies and actions

32. Prioritize projects that reduce total impervious surface coverage or minimize right-of-way needs.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
32A. Evaluate publicly owned parking systems for facility greening, downsizing, or closing. This would include opportunities at facilities such as park and rides, rest areas, or other publicly owned parking facilities. **(LP) (P)**	◇	✓	✓	✓	✓	
32B. Prioritize projects that minimize roadway surface or impervious surface. (See 27C and 32D for related actions.) **(LP) (IP)**	◇	✓	✓	✓	✓	
32C. Provide technical assistance and share research on permeable pavement construction, operations, and maintenance. **(CB) (P)**	◇	✓	◇	◇	◇	
32D. Explore opportunities and encourage the reduction of impervious surface in comprehensive planning, land development, and transportation project development. (See 27C and 32B for related actions.) **(LP) (CB)**	✓	✓	✓	✓	✓	
32E. Provide training to local agencies and consultants on best practices in traffic forecasting, transportation impact studies, and parking generation to better understand how to right-size facilities and requirements to minimize paved surfaces. **(CB)**	✓	✓	◇	◇	◇	

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
32F. Explore updating stormwater management requirements to increase opportunities to treat and discharge stormwater outside of the right-of-way (ROW) to limit excessive ROW needs, where possible. **(CB) (P)**	◇	✓	◇	◇		✓ (MPCA)

MPCA is the Minnesota Pollution Control Agency.

33. Use existing transportation rights-of-way and transportation project development to protect and restore natural systems.

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
33A. When planning and designing transportation projects, explore and prioritize green stormwater infrastructure before expanding gray stormwater infrastructure. This could include incorporating natural features into projects, stream or riverbank stabilization, tree cover, permeable pavements, native plantings, onsite stormwater infiltration, or others. **(IP) (LP)**	◇	✓	✓	✓	✓	
33B. Incorporate habitat and natural areas into stormwater management strategies or implement stormwater prevention or treatment elements that mitigate pollution beyond municipal separate storm sewer system (MS4) permit requirements. **(LP) (P)**	◇	✓	✓	✓	✓	
33C. Maintain or expand plantings within the right-of-way including trees, bushes, grasses, and planted buffers. When selecting plantings, consider the variety of plant species, health and suitability in the right-of-way, and potential impacts to infrastructure. (See 13D and 13F for related actions.) **(IP)**	◇	✓	✓	✓	✓	
33D. Reduce negative environmental impacts from operations and maintenance activities. Provide research on environmentally responsible and best management practices for activities. Track agencies that are implementing best practices. **(CB) (P)**	◇	✓	✓	✓	✓	
33E. Increase native plantings and pollinators in landscaping as part of transportation projects. (See 13D for related action.) **(LP)**	◇	✓	✓	✓	✓	
33F. Consider opportunities for retrofitting projects to add or improve stormwater infrastructure within the right-of-way, even if they do not have corresponding transportation elements. **(LP)**	◇	✓	✓	✓	✓	
33G. Avoid or minimize negative impacts to natural systems before considering mitigation (in other words, compensating for the loss of wetlands or other ecological features) or provide mitigation above and beyond project impacts. **(LP)**	◇	✓	◇	◇	◇	

✓ = lead agency ◇ = support agency	Met Council	MnDOT	Counties	Cities	Transit	Other
33H. Identify and coordinate a better understanding of transportation system impacts on wildlife and opportunities to mitigate those impacts. Incorporate ongoing and future research and findings to aid planning efforts in the region. **(LP) (CB) (P)**	◇	✓	◇	◇		✓ (DNR)

DNR is the Department of Natural Resources.

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