

Information Item

DATE: December 10, 2015
TO: Transportation Advisory Board
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
Steve Peterson, Planning Analyst (651-602-1819)
Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT: Regional Solicitation Introduction Item

The five Attachments described below will be presented as part of the Regional Solicitation Introduction item:

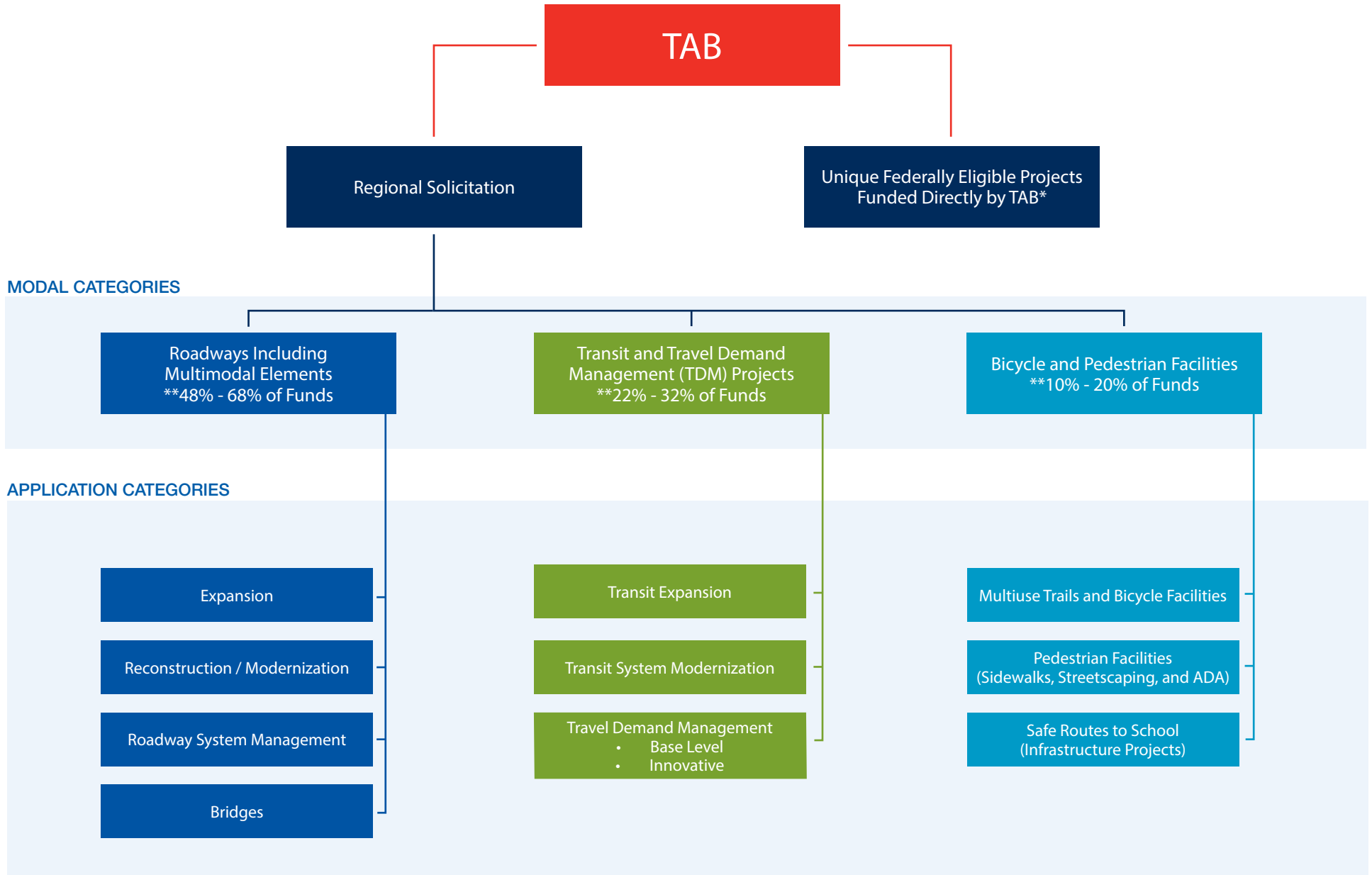
- **Attachment 1, Regional Solicitation Review - Upcoming Decision Making Process:** The proposed Upcoming Decision Making Process chart shows the TAB meeting dates, Solicitation-related agenda items that will be presented and the Action(s) that TAB will be taking at each meeting. Please note that the January 20 agenda is very full so a tentative added TAB meeting is shown for February 3rd if needed.
- **Attachment 2, Regional Solicitation Modal Funding Distribution and Application Categories:** The diagram shown in Attachment 2 shows the modal funding distribution and application categories approved and used in the 2014 Regional Solicitation. As part of Business Item 2015-50 TAB is being asked to take action on adopting these same application categories for the 2016 Regional Solicitation. (The modal funding distribution will be a Business Item at the January 20 TAB meeting.)
- **Attachment 3, 2014 Regional Solicitation Criteria, Weighting and Related Thrive Outcomes:** This table shows the criteria used in the 2014 Regional Solicitation, the weighting (or maximum scoring) given to each criteria and the primary Thrive outcomes each criteria represents. As part of Business Item 2015-52 TAB is being asked to take action on adding a new cost-effectiveness criteria to each application category for the 2016 Regional Solicitation.
- **Attachment 4, Preliminary 2016 Regional Solicitation Criteria and Measures:** Attachment 4 shows the Criteria and Measures used in the 2014 Regional Solicitation for each of the 10 application categories. The underline and strikeout text shown represents the preliminary changes to measures that TAC Funding and Programming and TAC will be discussing, modifying and making recommendations on at their December and January meetings respectively. TAC's recommendations on changes to the measures will come before TAB for action on January 20.
- **Attachment 5, Memo on Identifying Transportation System Gaps:** The memo is in response to questions raised at the November TAB meeting. It is provided for TAB members' information and not planned for discussion at the December TAB meeting.

Attachment 1 – Regional Solicitation Review - Upcoming Decision Making Process

December 10, 2015

TAB Meeting	TAB Agenda Items	Action
December 16	Application Categories <ul style="list-style-type: none"> - 10 existing application categories - New application categories needed? <ul style="list-style-type: none"> o Railroad/roadway crossing improvements o New roadways - Functional Classification – direction on whether to fund projects in each classification 	- Adopt application categories
December 16	Criteria <ul style="list-style-type: none"> - Criteria for each of the existing applications - Addition of cost effectiveness (CE) criterion to all application categories 	- Adopt criteria
January 20	Measures <ul style="list-style-type: none"> - Measures where significant technical issues have been raised <ul style="list-style-type: none"> o New roadway measures o Railroad/roadway crossing measures o Transit usage measures o Cost effectiveness measures (if CE adopted) o Equity measures - Minor technical changes to measures - Inserting CE into the current scoring system 	<ul style="list-style-type: none"> - Adopt measures - Adopt how CE fits into scoring system
January 20	Criteria Weighting	- Adopt criteria weighting
January 20	Modal Funding Ranges	- Adopt modal funding ranges and set-asides
January 20 or February 3	Draft for Public Review	- Release draft package
February 3	Tentative Extra TAB Meeting	- Complete items from January 20 meeting
February 17	Other Application Topics <ul style="list-style-type: none"> - Minimum and maximum federal awards by application category - Inflation adjustments for transit projects - Interchange approval process requirement - Unique projects - Discuss option for projects near the funding decision line to present before TAB prior to final project selection 	<ul style="list-style-type: none"> - Adopt min./max. federal awards - Adopt other application changes
March 16	Approve Regional Solicitation Package <ul style="list-style-type: none"> - Public comment summary - Regional Solicitation package adoption 	- Adopt Solicitation package
May 15	Release Regional Solicitation	

REGIONAL SOLICITATION MODAL FUNDING DISTRIBUTION AND APPLICATION CATEGORIES



*In some cases, there are unique projects that are federally eligible, but will not be included in the competitive process because they cannot be easily compared to other similar projects. These project types should request funding directly from TAB.

**TAB approved the 2014 Regional Solicitation modal funding ranges to provide guidance to applicants regarding the amount of the total federal dollars available to each mode.

Attachment 4 – Preliminary* 2016 Regional Solicitation Criteria and Measures
For January TAB meeting discussion

Table 2: Roadway Expansion Projects

Criteria	Measures	Primary Thrive MSP Outcomes	Primary 2040 TPP Goals	% of Total Points
Role in the Regional Transportation System	-Distance to other roadways -Current heavy commercial traffic -Connection to <u>total</u> jobs and manufacturing/dist. <u>jobs, education and local activity</u>	-Prosperity	-Access to Destinations -Competitive Economy -Transportation and Land Use	17.5%
Usage	-Current person throughput -Forecast 2040 volumes	-Prosperity	-Access to Destinations -Competitive Economy -Transportation and Land Use	17.5%
Congestion Reduction/Air Quality	- Cost effectiveness per vehicle delay reduced - Cost effectiveness per Kg of emissions reduced	-Livability -Prosperity -Sustainability	-Access to Destinations -Healthy Environment -Competitive Economy	15%
Safety	- Cost effectiveness of crashes reduced	-Livability	-Safety and Security -Healthy Environment	15%
Equity and Housing Performance	-Connection to disadvantaged populations and project's benefits, impacts, and mitigation -Housing Performance Score	-Equity -Livability	-Access to Destinations	10%
Multimodal Facilities	- Ridership of transit routes connected to project - Bicycle and pedestrian connections -Transit, bicycle, pedestrian, <u>or freight</u> elements	-Prosperity -Livability -Sustainability	-Access to Destinations -Transportation and Land Use -Healthy Environment -Competitive Economy	10%
Infrastructure Age	-Date of construction <u>and remaining useful life</u>	-Stewardship	-Stewardship	7.5%
Risk Assessment	-Risk Assessment Form	-Stewardship	-Stewardship -Competitive Economy	7.5%
Sub-Total				100%
Cost Effectiveness**	-Total project cost/total points	-Stewardship	-Stewardship	TBD

Notes:

* The changes shown are preliminary recommendations based on initial feedback from TAC F&P and TAC. Formal recommendations on measures will come to TAB in January after additional discussion and modification by TAC.

** Addition of Cost Effectiveness criterion to be determined by TAB on December 16.

**Preliminary* 2016 Regional Solicitation Criteria and Measures
For January TAB meeting discussion**

Table 3: Roadway Reconstruction/Modernization Projects

Criteria	Measures	Primary Thrive MSP Outcomes	Primary 2040 TPP Goals	% of Total Points
Role in the Regional Transportation System	-Distance to other roadways -Current heavy commercial traffic -Connection to total jobs and manufacturing/dist. jobs, education and local activity	-Prosperity	-Access to Destinations -Competitive Economy -Transportation and Land Use	17.5%
Usage	-Current person throughput -Forecast 2040 volumes	-Prosperity	-Access to Destinations -Competitive Economy -Transportation and Land Use	17.5%
Infrastructure Age	-Date of construction and remaining useful life -Deficiencies corrected	-Stewardship	-Stewardship	15%
Safety	Cost effectiveness of crashes reduced	-Livability	-Safety and Security -Healthy Environment	15%
Equity and Housing Performance	-Connection to disadvantaged populations and project's benefits, impacts, and mitigation -Housing Performance Score	-Equity -Livability	-Access to Destinations	10%
Multimodal Facilities	Ridership of transit routes connected to project Bicycle and pedestrian connections -Transit, bicycle, pedestrian, or freight elements	-Prosperity -Livability -Sustainability	-Access to Destinations -Transportation and Land Use -Healthy Environment -Competitive Economy	10%
Congestion Reduction/Air Quality	Cost effectiveness of vehicle delay reduced Cost effectiveness of Kg of emissions reduced	-Livability -Prosperity -Sustainability	-Access to Destinations -Healthy Environment -Competitive Economy	7.5%
Risk Assessment	-Risk Assessment Form	-Stewardship	-Stewardship -Competitive Economy	7.5%
Sub-Total				100%
Cost Effectiveness**	-Total project cost/total points	-Stewardship	-Stewardship	TBD

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Preliminary* 2016 Regional Solicitation Criteria and Measures
For January TAB meeting discussion

Table 4: Roadway System Management Projects

Criteria	Measures	Primary Thrive MSP Outcomes	Primary 2040 TPP Goals	% of Total Points
Congestion Reduction/Air Quality	- Cost effectiveness per vehicle delay reduced - Cost effectiveness per Kg of emissions reduced	-Livability -Prosperity -Sustainability	-Access to Destinations -Healthy Environment -Competitive Economy	20%
Safety	- Cost effectiveness of crashes reduced	-Livability	-Safety and Security -Healthy Environment	20%
Role in the Regional Transportation System	-Distance to other roadways -Current heavy commercial traffic -Connection to total jobs and manufacturing/dist. jobs, education and local activity	-Prosperity	-Access to Destinations -Competitive Economy -Transportation and Land Use	12.5%
Usage	-Current person throughput -Forecast 2040 volumes	-Prosperity	-Access to Destinations -Competitive Economy -Transportation and Land Use	12.5%
Equity and Housing Performance	-Connection to disadvantaged populations and project's benefits, impacts, and mitigation -Housing Performance Score	-Equity -Livability	-Access to Destinations	10%
Multimodal Facilities	- Ridership of transit routes connected to project - Bicycle and pedestrian connections -Transit, bicycle, pedestrian, or freight elements	-Prosperity -Livability -Sustainability	-Access to Destinations -Transportation and Land Use -Healthy Environment -Competitive Economy	10%
Infrastructure Age	-Date of construction and remaining useful life -Deficiencies corrected	-Stewardship	-Stewardship	7.5%
Risk Assessment	-Risk Assessment Form	-Stewardship	-Stewardship -Competitive Economy	7.5%
Sub-Total				100%
Cost Effectiveness**	-Total project cost/total points	-Stewardship	-Stewardship	TBD

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**Preliminary* 2016 Regional Solicitation Criteria and Measures
For January TAB meeting discussion**

Table 5: Bridge Rehabilitation/Replacement

Criteria	Measures	Primary Thrive MSP Outcomes	Primary 2040 TPP Goals	% of Total Points
Infrastructure Condition	-Bridge Sufficiency Rating -Load Posting	-Stewardship	-Stewardship	40%
Role in the Regional Transportation System	-Distance to other roadways -Current heavy commercial traffic -Connection to <u>total</u> jobs and manufacturing/dist. jobs, <u>education and local activity</u>	-Prosperity	-Access to Destinations -Competitive Economy -Transportation and Land Use	12.5%
Usage	-Current person throughput -Forecast 2040 volumes	-Prosperity	-Access to Destinations -Competitive Economy -Transportation and Land Use	12.5%
Equity and Housing Performance	-Connection to disadvantaged populations and project's benefits, impacts, and mitigation -Housing Performance Score	-Equity -Livability	-Access to Destinations	10%
Multimodal Facilities	-Ridership of transit routes connected to project -Bicycle and pedestrian connections -Transit, bicycle, pedestrian, <u>or freight</u> elements	-Prosperity -Livability -Sustainability	-Access to Destinations -Transportation and Land Use -Healthy Environment -Competitive Economy	7.5%
Cost-Benefit Ratio	-Cost benefit ratio	-Stewardship	-Stewardship	7.5%
Risk Assessment	-Risk Assessment Form	-Stewardship	-Stewardship -Competitive Economy	7.5%
Sub-Total				100%
Cost Effectiveness**	-Total project cost/total points	-Stewardship	-Stewardship	TBD

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Preliminary* 2016 Regional Solicitation Criteria and Measures
For January TAB meeting discussion

Table 6: Transit Expansion Projects

Criteria	Measures	Primary Thrive MSP Outcomes	Primary 2040 TPP Goals	% of Total Points
Usage	-Cost effectiveness per rider -Cost effectiveness per new rider -Operating cost effectiveness per new rider -New annual riders	-Prosperity	-Access to Destinations -Competitive Economy -Transportation and Land Use	35%
Equity and Housing Performance	-Connection to disadvantaged populations and project's benefits, impacts, and mitigation -Housing Performance Score	-Equity -Livability	-Access to Destinations	20%
Emissions Reduction	-Kg of emissions reduced -Cost effectiveness of emissions reduced	-Livability -Sustainability	-Healthy Environment -Competitive Economy	20%
Multimodal Facilities	-Bicycle/pedestrian connection -Multimodal elements <u>and existing connections</u>	-Prosperity -Livability -Sustainability	-Access to Destinations -Transportation and Land Use -Healthy Environment -Competitive Economy	10%
Role in the Regional Transportation System	-Connection to jobs, manufacturing , and educational institutions -Connection to populations -Connecting transit <u>riderstrips</u>	-Prosperity	-Access to Destinations -Competitive Economy -Transportation and Land Use	10%
Risk Assessment	-Risk Assessment Form	-Stewardship	-Stewardship	5%
Sub-Total				100%
Cost Effectiveness**	-Total project cost/total points	-Stewardship	-Stewardship	TBD

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Preliminary* 2016 Regional Solicitation Criteria and Measures
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Table 7: Transit System Modernization Projects

Criteria	Measures	Primary Thrive MSP Outcomes	Primary 2040 TPP Goals	% of Total Points
Usage	-Cost effectiveness of project per total rider -Service (operating) cost effectiveness of project per new rider -Existing riders	-Prosperity	-Access to Destinations -Competitive Economy -Transportation and Land Use	30%
Equity and Housing Performance	-Connection to disadvantaged populations and project's benefits, impacts, and mitigation -Housing Performance Score	-Equity -Livability	-Access to Destinations	15%
Service and Customer Improvements	-Reduction in travel time -Reduction in costs -Project improvements	-Stewardship	-Stewardship	15%
Emissions Reduction	-Description of emissions reduced	-Livability -Sustainability	-Healthy Environment -Competitive Economy	10%
Multimodal Facilities	-Bicycle and pedestrian connections -Multimodal elements <u>and existing connections</u>	-Prosperity -Livability -Sustainability	-Access to Destinations -Transportation and Land Use -Healthy Environment -Competitive Economy	10%
Role in the Regional Transportation System	-Connection to jobs, <u>manufacturing</u> , and educational institutions -Connection to populations -Connecting transit <u>riderstrips</u>	-Prosperity	-Access to Destinations -Competitive Economy -Transportation and Land Use	10%
Risk Assessment	-Risk Assessment Form	-Stewardship	-Stewardship	10%
Sub-Total				100%
Cost Effectiveness**	-Total project cost/total points	-Stewardship	-Stewardship	TBD

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Table 8: Innovative Travel Demand Management (TDM) Projects

Criteria	Measures	Primary Thrive MSP Outcomes	Primary 2040 TPP Goals	% of Total Points
Congestion Reduction/Air Quality	-Congested roadways -Emissions reduced	-Prosperity -Livability -Sustainability	-Healthy Environment -Competitive Economy	40%
Innovation	-Project innovations <u>or new geographic area</u> -New geographic area	-Prosperity	-Transportation and Land Use -Competitive Economy	20%
Equity and Housing Performance	-Benefits, impacts, and mitigation to disadvantage populations -Housing Performance Score	-Equity -Livability	-Access to Destinations	15%
Usage	-Users	-Prosperity	-Access to Destinations -Competitive Economy -Transportation and Land Use	10%
Role in the Regional Transportation System	-Connection to jobs, manufacturing, and educational institutions -Existing regional transportation facilities <u>capitalized on by project</u>	-Stewardship	-Stewardship	10%
Risk Assessment	-Technical capacity of organization -Continuation of project after project funding -Risk Assessment Form	-Stewardship	-Stewardship	5%
Sub-Total				100%
Cost Effectiveness**	-Total project cost/total points	-Stewardship	-Stewardship	TBD

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**Preliminary* 2016 Regional Solicitation Criteria and Measures
For January TAB meeting discussion**

Table 9: Multiuse Trails and Bicycle Facilities Projects

Criteria	Measures	Primary Thrive MSP Outcomes	Primary 2040 TPP Goals	% of Total Points
Deficiencies and Safety	-Gaps, barriers, continuity between jurisdictions -Deficiencies corrected or safety problems addressed	-Livability	-Safety and Security -Access to Destinations	25%
Role in the Regional Transportation System	-Regional Bicycle Transportation Network	-Prosperity	-Access to Destinations -Competitive Economy	20%
<u>Potential</u> Usage	-Cost effectiveness of existing population and employment within 1 mile	-Prosperity	-Access to Destinations -Competitive Economy -Transportation and Land Use	20%
Risk Assessment	-Risk Assessment Form	-Stewardship	-Stewardship	13%
Equity and Housing Performance	-Connection to disadvantaged populations and project's benefits, impacts, and mitigation -Housing Performance Score	-Equity -Livability	-Access to Destinations	12%
Multimodal Facilities	-Ridership of transit routes directly connected to the project -Bikeway connections -Multimodal elements <u>and existing connections</u>	-Prosperity -Livability -Sustainability	-Access to Destinations -Transportation and Land Use -Healthy Environment -Competitive Economy	10%
Sub-Total				100%
Cost Effectiveness**	-Total project cost/total points	-Stewardship	-Stewardship	TBD

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**Preliminary* 2016 Regional Solicitation Criteria and Measures
For January TAB meeting discussion**

Table 10: Pedestrian Facilities Projects

Criteria	Measures	Primary Thrive MSP Outcomes	Primary 2040 TPP Goals	% of Total Points
Deficiencies and Safety	-Gaps, barriers, continuity between jurisdictions -Deficiencies corrected or safety problems addressed	-Livability	-Safety and Security -Access to Destinations	30%
Role in the Regional Transportation System	-Connection to jobs, <u>manufacturing</u> , and educational institutions <u>and local activity centers</u>	-Prosperity	-Access to Destinations -Competitive Economy	15%
<u>Potential</u> Usage	- <u>Cost effectiveness per</u> existing population within 1/2 mile	-Prosperity	-Access to Destinations -Competitive Economy -Transportation and Land Use	15%
Multimodal Facilities	- <u>Ridership of transit routes directly connected to the project</u> - <u>Bikeway connections</u> -Multimodal elements <u>and existing connections</u>	-Prosperity -Livability -Sustainability	-Access to Destinations -Transportation and Land Use -Healthy Environment -Competitive Economy	15%
Risk Assessment	-Risk Assessment Form	-Stewardship	-Stewardship	13%
Equity and Housing Performance	-Connection to disadvantaged populations and project's benefits, impacts, and mitigation -Housing Performance Score	-Equity -Livability	-Access to Destinations	12%
Sub-Total				100%
Cost Effectiveness**	-Total project cost/total points	-Stewardship	-Stewardship	TBD

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**Preliminary* 2016 Regional Solicitation Criteria and Measures
For January TAB meeting discussion**

Table 11: Safe Route to School Projects

Criteria	Measures	Primary Thrive MSP Outcomes	Primary 2040 TPP Goals	% of Total Points
Relationship between Safe Route to School Elements	-Describe how project addresses 5Es	Livability	-Safety and Security -Access to Destinations	25%
Usage	-Average share of student population that bike, walks, <u>or uses public transit</u> -Student population within school's walkshed	-Prosperity	-Access to Destinations -Competitive Economy -Transportation and Land Use	20 <u>25</u> %
Deficiencies and Safety	-Gaps, barriers, continuity between jurisdictions -Deficiencies corrected or safety problems addressed	-Livability	-Safety and Security -Access to Destinations	25%
Public Engagement/ Risk Assessment	-Public engagement process -Risk Assessment Form	-Stewardship	-Stewardship	13%
Equity and Housing Performance	-Connection to disadvantaged populations and project's benefits, impacts, and mitigation -Housing Performance Score	-Equity -Livability	-Access to Destinations	12%
Multimodal Facilities	-Ridership of transit routes directly connected to the project	-Prosperity -Livability -Sustainability	-Access to Destinations -Transportation and Land Use -Healthy Environment -Competitive Economy	5%
Sub-Total				100%
Cost Effectiveness**	-Total project cost/total points	-Stewardship	-Stewardship	TBD

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Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

DATE: December 10, 2015

TO: TAB

FROM: Amy Vennewitz, MTS Deputy Director
Carl Ohrn, MTS Planning Analyst

RE: How Are Transportation System “Gaps” Identified

At the November meeting TAB members had a discussion regarding Transportation System “Gaps” and how gaps in the system are identified and addressed in the Regional Solicitation criteria. The memo provides information on these topics.

How Are Transportation System “Gaps” Identified?

It Depends.....

- On the Mode
- On the function of the system
- On the ownership
- On state, regional and local planning requirements and processes

Each of these subjects are discussed for the various modal systems in the text below. Projects applying for funding through the Regional Solicitation receive points based upon a number of criteria and measures within each application category. Some of these criteria and measures represent proxies for determining whether the project is filling a “gap” in the modal system. These criteria and measures are also described for each of the modal systems.

ROADWAYS

Principal Arterial System

- Principal Arterials (PA) are the region’s major roadways, including freeways and expressways that are focused on providing mobility but also provide limited land access. PAs make-up the federally-designated National Highway System and carry 50% of all vehicle miles traveled in the region while comprising only 4% of the region’s roadway miles.
- PAs are primarily owned and operated by MnDOT, with six PAs owned by the counties or cities.

- Planning for the Principal Arterial system is led by the Metropolitan Council (under state planning law and as the federally designated MPO) and MnDOT's Metro District, with significant input from the region's local units of government individually or through the TAB/TAC processes. The Transportation Policy Plan provides the regional vision for the PA system. The PA system is a mature system with the last identified major PA gap, TH 610, currently under construction. Future needs and gaps on the PA system are identified in the TPP and in MnDOT's highway investment plans.
- Both the TPP and MnDOT's planning processes provide significant opportunities for public input and review.
- Under previously adopted TAB policy, freeway PAs are not eligible for the Regional Solicitation funding. (Under Federal rules PAs are eligible for STP funding but MnDOT receives federal NHP funding for the PA system and these large projects would likely out-compete projects in the other roadway classifications.) Non-freeway PAs can compete in the roadway application categories.

A-Minor Arterial System

- A-minor arterials are the roadways which provide critical support and connectivity to the PA system and provide land access to major job, educational, and industry locations. A-minors carry 25% of the region's vehicle miles traveled and comprise 11% of the roadway mileage.
- A-minors are owned and maintained 70% by the seven metro counties, 20% by MnDOT and 10% by metro area cities.
- Planning for the local's A-minor system primarily occurs through the local comprehensive planning process and the related annual capital investment planning. The TPP recognizes the A-minor system and any planned expansions.
- MnDOT addresses its A-minor needs through its Minnesota State Highway Investment Plan (MnSHIP) and the district 10-year plan and the TPP also recognizes MnDOT's A-minor system plans.
- The local comprehensive planning process and MnDOT's processes provide opportunity for public input and input is also received in the project development process.

Local Roads

- Other roads (B-minors, collectors and local roads) are principally focused on providing land access to all destinations, particularly for residential development. Local roads comprise 85% of the region's roadway miles and carry 25% of the vehicle miles traveled.
- These roads are primarily owned by the cities and counties.
- Planning for the local road system occurs through the local comprehensive planning and capital investment processes. The TPP does not address or provide policy direction for the local road system in any significant manner.
- Under previously adopted TAB policy, roads with a classification lower than an A-minor are not eligible for the Regional Solicitation. (Federal rules allow roads classified as collectors and above to be eligible for STP funding.)

Regional Solicitation Roadway Criteria and Measures that Address "Gaps"

- "Gaps" or expansion needs in the roadway system are primarily addressed through the roadway expansion application category.
- For roadway expansion projects, the criteria *Role in the Regional Transportation System* measures the average distance of the proposed project to the closest A-minor Arterial or Principal

Arterial. The project with the greatest distance receives the maximum amount of points and other projects given a proportionate share of points based on distance. This measure awards points based on infrequent spacing of highways.

- In addition, the *Congestion and Air Quality* criteria awards points based on vehicle hours of delay and delay reduced by the project. Congestion can be an indication of a need or gap.

TRANSIT

- The Transit system is owned and operated by the region's public transit providers (Council/Metro Transit, Minnesota Valley Transit Authority, SouthWest Transit, Plymouth and Maple Grove Transit).
- Planning for the transit system is conducted by the Council and transit providers with significant input from counties and cities. The TPP provides specific direction on the planning and development of Transitways and broad direction on the development of the regional bus system. Each transit service provider is responsible for completing a Service Improvement Plan.
- The projects proposed in the plans are filling "gaps" by addressing service coverage issues, i.e. providing new service in new locations, and service frequency issues, i.e. providing increased service in areas that have transit service but need greater transit capacity due to demand.
- The Council in the development of the TPP and each transit service provider is responsible for obtaining significant public input as part of its planning processes.
- The Council is required to have a Title VI plan, updated, every three years which specifies how its transit services address the needs of minority and low income populations and also to conduct a federally required Title IV analysis which compares the level and quality of service between routes that service minority and low-income populations to those that do not to ensure that the distribution of service does not result in discrimination against minority and low-income populations.
- The primary criteria that addresses "gaps" in the transit expansion application category is *Usage* measured by new riders. New or expanded service by definition would be addressing a gap that exists today due to lack of any service or a need for an increased level of service.

BICYCLE AND PEDESTRIAN

- The region's Bicycle and Pedestrian facilities are owned by various units of government including cities, counties, parks agencies, MnDOT and the Council/Metro Transit.
- Until the most recent TPP, each unit of government planned for facilities within its own jurisdiction. The 2040 TPP for the first time identified a Regional Bicycle Transportation Network (RBTN). The intent of the RBTN is to encourage cities, counties and parks agencies to plan and implement an integrated network of on-street bikeways and off-road trails. The regional network was designed to have the greatest potential to connect destinations and attract new riders. The RBTN used a set of guiding principles for developing the network including "overcoming physical barriers and eliminating critical system gaps."
- In addition to the RBTN the plan identifies Critical Bicycle Transportation Links which perform one or more of the following:
 - Serve to close a gap in the Regional Bicycle Transportation Network or connect a local bikeway to a major regional destination,

- Improve continuity and connections between jurisdictions (on or off the regional network),
- Improve or remove a physical barrier (on or off the regional network).
- The Multi-Use Trails and Bicycle Facilities application category contains two primary criteria and measures that address “gaps”:
 - The *Deficiencies and Safety* criteria uses a measure of gaps, barriers and continuity between jurisdictions, and
 - The criteria *Role in the Regional Transportation System* provides increased points for projects on the RBTN or that connect to the RBTN.