November 21, 2018

Regional Solicitation
Before-and-After Study
Today’s Talking Points

• Study Team
• Study Purpose & Objectives
• Study Process
  – Overview of the Performance Based Measures
  – Schedule
• Discussion
Study Team

SRF Consulting Group, Inc. and Hoisington Koegler Group (Inc.)

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Lance Bernard | Deputy Project Manager | HKGi
Project Management Team

• Katie White, Project Manager | Metropolitan Council
• Joe Barbeau | Metropolitan Council
• Steve Peterson | Metropolitan Council
• Cole Hinker | Metropolitan Council
• Steve Elmer | Metropolitan Council
• Bradley Estochen | MnDOT
• Lars Impola | MnDOT
The purpose of this study is to document the regional benefits achieved through the Regional Solicitation program and Highway Safety Improvement Program (HSIP). This will be achieved by using a performance-based approach that evaluates the “before-and-after” conditions associated with types of projects.
Study Process

• Determine the “Before and After” conditions for types of built projects that have received funds dating back to 2007:
  – 45 +/- Roadway Projects
  – 25 +/- Transit Projects
  – 40 +/- Ped/Bike Projects
  – 30 +/- HSIP Projects

• Document the cumulative benefits

• Use a performance based approach to document the benefits
  – See study framework for more information
Roadway Performance Measures

• Safety
  – Document the safety benefits by evaluating crash data
  – Utilize MnCMAT data

• Congestion
  – Document the congestion benefits by evaluating traffic volumes at key intersections
  – Using 2018 intersection volumes, conduct a no build and build condition Synchro analysis to determine congestion benefits
Transit Performance Measures

• Ridership
  – Document the transit benefits by evaluating ridership data
    ▪ Focus on projects that have been operating for 3+ years
  – Document the service types (e.g., express routes, number of busses or park and ride spaces) that have been added to the system
Ped/Bike Performance Measures

• Safety
  – Document the safety benefits by evaluating crash data

• Miles & Connectivity
  – Document the number of miles added to the system and contribution to closing the gaps in the regional or local trail network

• Density of Destinations
  – Document the number of desirable destinations (e.g., jobs, homes, recreation, shopping, etc.) connected/linked by the projects
HSIP Performance Measures

• Safety
  – Document the safety benefits by evaluating crash data
  – Utilize MnCMAT data
  – Only focus on “reactive” projects
  – Document the benefits by the types of projects/improvements
Other Study Efforts

- Peer Review of other MPOs
- Assess the scoring, application categories, prioritization criteria and metrics to determine what modifications can be made to address connected/autonomous vehicles, shared mobility and other technologies
Reminder: Findings from the performance measures will help address the study objectives:

• Review existing and proposed conditions at the time of the application submittal and compare post construction conditions to determine if the region received the level of benefits identified in the project application by project type.
• Identify if there are specific types of projects that resulted in the highest level of safety or delay benefits per dollar invested.
• Determine if there are any scoring measure modifications or lessons learned for future solicitations.
• Identify how the Regional Solicitation and HSIP prioritization criteria can better align with new federal performance targets.
## Schedule

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1. TAC funding and programming (act as TSC) meets the third Thursday of every month.
2. TAB meets the third Wednesday, TAC meets the first Wednesday and Met Council TC meets the second and fourth Monday of every month.

**P** PMT Meetings  **T** TSC Meetings
Discussion