



Technical Advisory Committee

metro council.org



December 4, 2024



Contents

Meeting overview	1
Regional Solicitation Evaluation Update	2
Before-and-After Summary Overview	7
Structure Discussion	16
Next Steps/Wrap-up	25

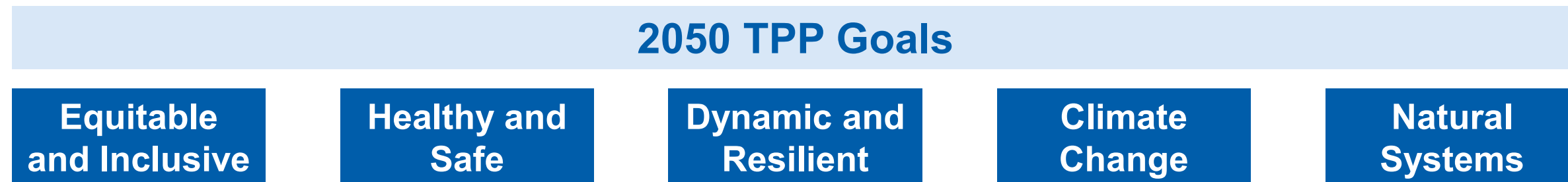
Regional Solicitation Evaluation Update



What are we trying to achieve?

Overarching goal of the Regional Solicitation Evaluation:

To align the allocation of the region's federal transportation funds through the Regional Solicitation project selection process to help achieve **the goals, objectives, and policies** of the 2050 Transportation Policy Plan and Imagine 2050.



Listening session feedback on the Regional Solicitation

Things we heard that some stakeholders think should stay the same:

- Like the open and transparent process.
- Appreciate space for deliberation as part of the decision-making process.
- Past projects selected provided benefit to the region.
- Like having a data-driven process.
- General support for some level of modal balance.

Things we heard that some stakeholders think should change:

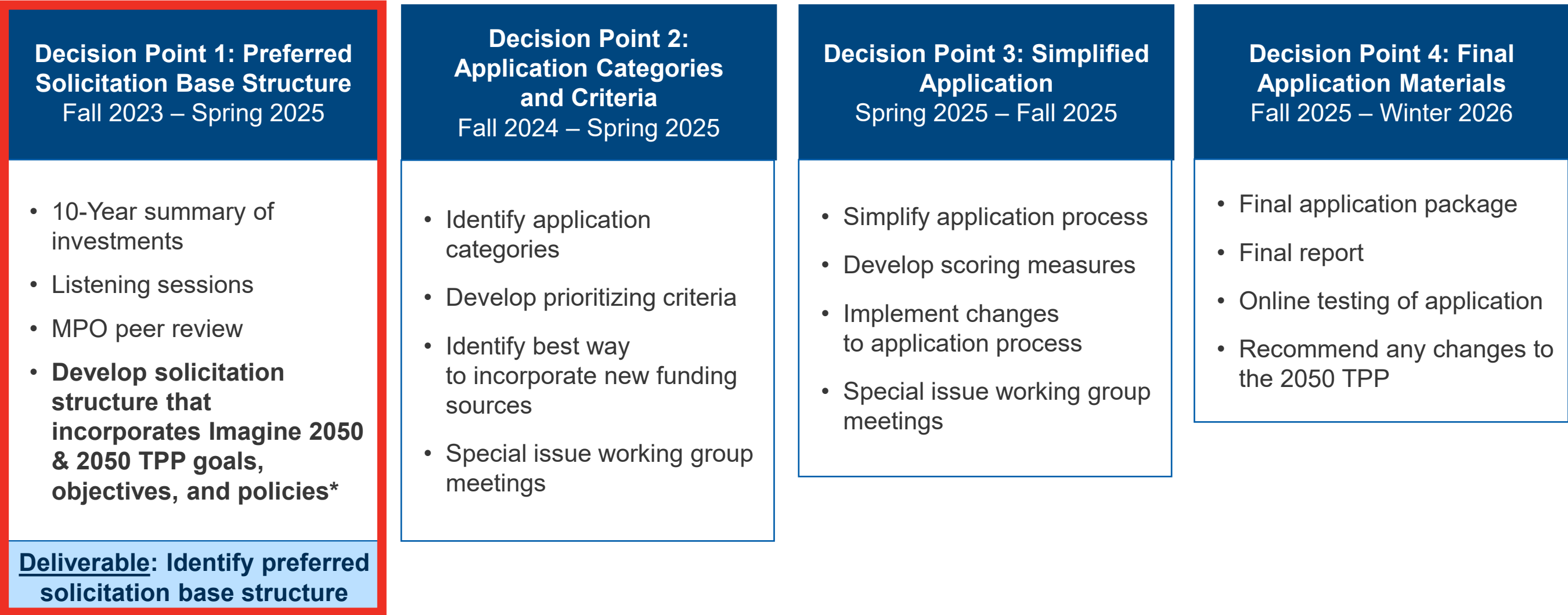
- **Projects should better align with regional policy goals.**
- Make the application easier to complete.
- Projects in more suburban and rural areas do not compete well in bike/ped categories.
- Current structure does not consider nuance of local government context.
- Make it easier/create more opportunities for local governments to participate

} **2024 Focus**

} **Future Topics**

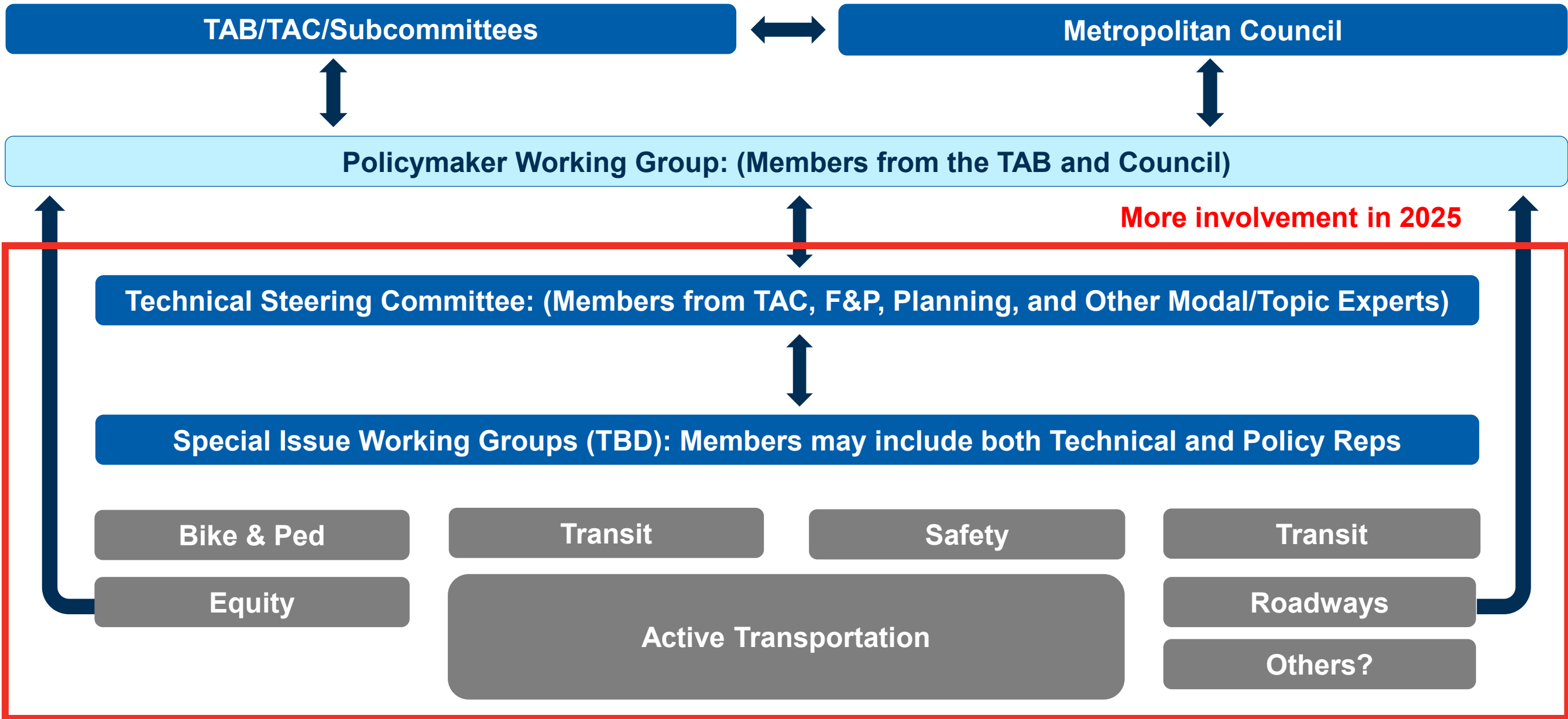
Evaluation Decisions Timeline

Stakeholder Groups, Public Engagement, Equity Engagement



*See this link for 2050 TPP goals, objectives and policies
<https://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan/TPP-Goals-Objectives-Policies.aspx>

Decision-making Process





Before and After Study



Before and After Study Purpose

What is the role of the Before and After Study in the Regional Solicitation Evaluation?

- The purpose is to quantify the outcomes and benefits of the investments of the Regional Solicitation.
- As with the investment summary, it is a tool for measuring whether or not regional goals are being met.
- Previous Before & After Studies were completed in April 2019 (Phase I) and 2021 (Phase II).
- The current study (Phase III) analyzes projects funded in 2014 solicitation cycle and constructed 2017-2019 and focuses on two performance measures:
 - Safety Benefits (Roadway projects and HSIP projects)
 - Pedestrian/Bicycle Usage (Pedestrian and Bicycle Facilities projects)

Safety Analysis

Safety Benefits

- Analyzed pre- and post-construction data for 51 roadway projects funded in 2014
 - Strategic capacity, reconstruction/modernization, system management and HSIP projects included
- Used standardized MnDOT AADT and crash data

Safety Data Analyzed

- Total Crashes
- Fatal and/or Serious Crashes
- Pedestrian or Bike Crashes
- Monetized Crash Cost
- Crash Rate
- Fatal and Serious Crash Rate

Analysis Period

- **“Before”**
 - 2015-2017 data
- **“After”**
 - 2021-2023 data

Safety Findings

Monetary Safety Benefits Summary by Project Type

Project Type	Awarded Amount	Total Monetary Safety Benefits (Reduction in Crash Cost)	Benefit-Cost (Crash Cost Reduction/ Awarded Amount)
Roadway Strategic Capacity	\$60,931,774	\$9,225,000	0.2
Roadway Modernization	\$38,121,675	\$8,650,000	0.2
Roadway System Management	\$8,302,726	\$23,610,000	2.8
Proactive HSIP	\$6,832,350	\$17,340,000	2.5
Reactive HSIP	\$15,132,215	\$30,135,000	2.0
Total	\$129,320,740	\$88,960,000	0.7

Safety Findings

Total Crash Impact Summary by Project Type

Project Type	Total Crash Reduction	Total Reduction in Pedestrian and Bicycle Crashes
Roadway Strategic Capacity	98	4
Roadway Modernization	286	53
Roadway System Management	141	39
Proactive HSIP	321	21
Reactive HSIP	369	37
Total	1,215	154

Safety Findings

- All five project types demonstrated a reduction in both total crashes and crashes involving pedestrians and bicycles, as well as demonstrated a monetary safety benefit.
- **HSIP funded projects (both proactive and reactive) had the most reliably positive impact on crash rates.** These projects tended to reduce both fatal/severe and total crash rates in the after period.
- All three Regional Solicitation project categories showed a pattern of mostly increased fatal and severe crash rates in the after period, and mostly decreased total crash rates, indicating that **while these projects reduced the total number of crashes, the severity of crashes may have increased in these project areas and across the entire system (2021-2023).**
- **Overall, the results suggest that investments in specific safety-focused projects are the best way to improve roadway safety.**

Pedestrian/Bicycle Usage Analysis

Methodology

- Reviewed projects funded in 2014 under three project types:
 - Multiuse Trails and Bicycle Facilities
 - Pedestrian Facilities
 - Safe Routes to School
- 17 total projects analyzed
- Collected single-day pedestrian and bicycle daily counts
- Compared counts to population and employment in the project area to assess project's ability to attract nearby users

Pedestrian/Bicycle Usage Findings

Bicycle and Pedestrian Usage

Project	Existing Population Within 1/2 Mile	Existing Employment Within 1/2 Mile	Daily Ped/Bike Count	Count/Population Within 1/2 Mile Ratio	Count/Employment Within 1/2 Mile Ratio
Multiuse Trails and Bicycle Facilities	490,687	337,638	5,224	1.1%	1.6%
Pedestrian Facilities	101,322	149,588	6,053	6.0%	4.1%

Project	Student Population within 1/2 mile of school	Daily Ped/Bike Count	Count/Student Population within 1/2 Mile Ratio
Safe Routes to Schools	1,096	241	22.0%

Pedestrian/Bicycle Usage Findings

Findings and Recommendations

- **Pedestrian facilities projects were most effective in attracting users**, both in attracting a higher number of users on a per-project basis, and as a percentage of the total nearby population.
- **Safe Routes to Schools projects attracted a high number of users** when compared to the student population in proximity to the project.
- **Quantitative measures likely don't capture the true impact of the projects.**
- **Recommend utilizing the Regional Solicitation Evaluation Study to establish a framework for future before and after studies. This framework should define performance measures to assess investments on a system-wide scale in upcoming cycles.**

Application Structure Discussion Update



Decision Timeline

Policymaker Working Group Meetings

- **July:** Discussed alternative regional models based on peer review, decided NOT to pursue a “dual-process model”
- **September:** Discussion of advantages and disadvantages of modal- vs. goal-focused application structure
- **November:** Recommended to explore goal-focused structure
- **December/January:** Begin discussion of application categories
- **February/March:** Recommend application categories for TAB to consider

Relationship of TPP Goals to Application Groups



Imagine 2050 has 5 goals:

1. Equitable and Inclusive
2. Healthy and Safe
3. Dynamic and Resilient
4. Climate
5. Protect and Restore Natural Systems

- Some goals could be application groups, while others could be integrated into the scoring or qualifying requirements for some or all projects to address.
- Should Equitable and Inclusive be an application group or built into the scoring or qualifying requirements?
 - Do we have “equity projects” or are all projects scored on equity in some way?
- Protect and Restore Natural Systems is another goal area to be discussed regarding if it should be an application group?

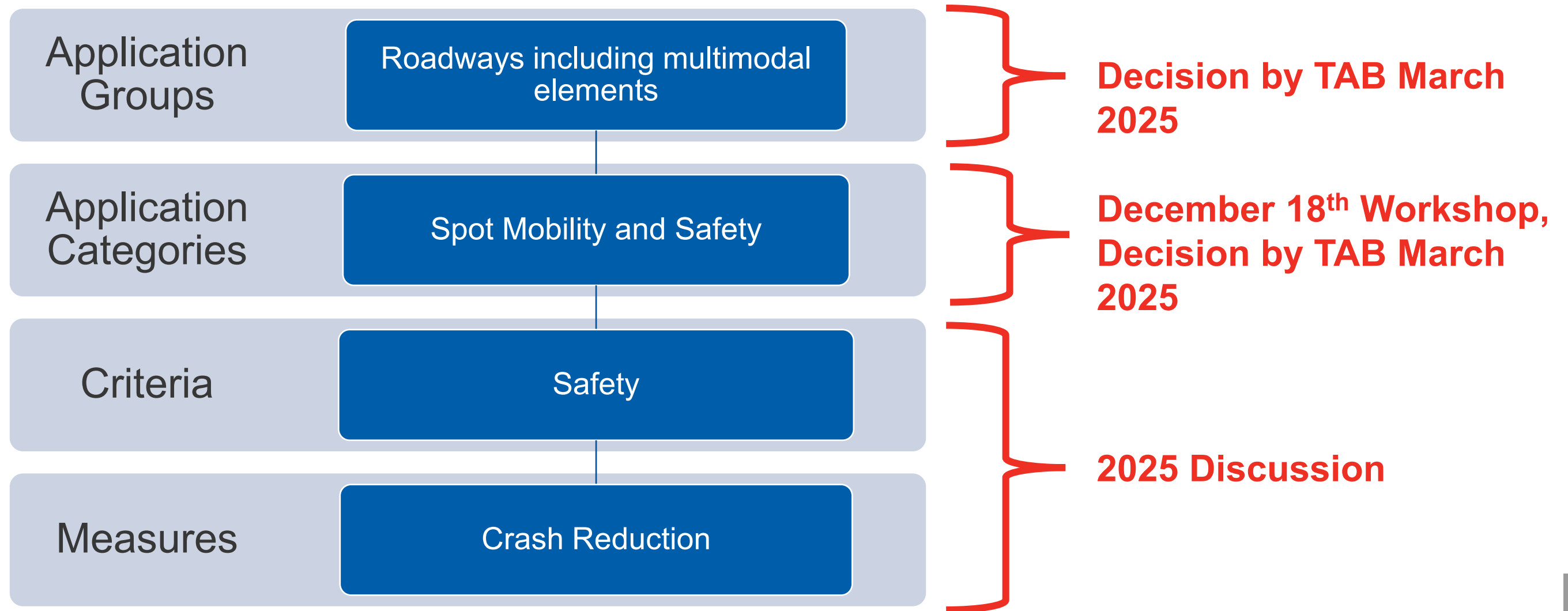
2050 TPP Structure

Translating the 2050 TPP into Regional Solicitation

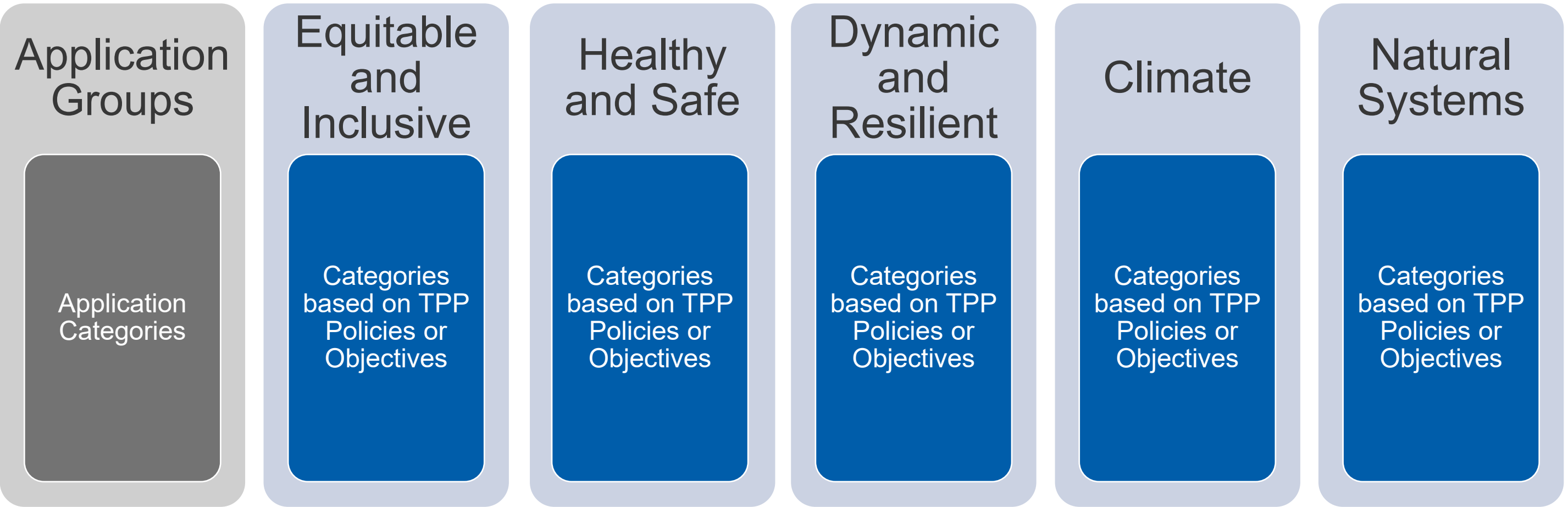
	Definition	Example	Option for Regional Solicitation
Goals	Broad Directional Statements	Our communities are healthy and safe	Application groups
Objectives	Achievable Results	People do not die or face life-changing injuries when using any form of transportation	Potential application categories and/or Scoring Criteria and Measures
Policies	Approach to regional issues or topics	Work to eliminate fatalities and serious injuries using the Safe System approach	Potential application categories and/or Scoring Criteria and Measures
Actions	Specific activities to implement policies	Prioritize projects that improve safety for all modes of travel	Provide direction to craft Scoring Criteria and Measures

Anatomy of an Application

Current Regional Solicitation Application Structure



Goal-Focused Example Structure



Scoring Criteria

Based on 2050 TPP polices and actions

Goal-Focused Structure

Advantages

- Clear alignment with 2050 TPP goals and objectives
- Outcomes-based categories, following planning best practices
- Application categories reflect TPP policy priorities
- Simplified application structure emphasizes small set of criteria, rather than all projects addressing all criteria
- Allows maximum flexibility for project types that are not mode-based (i.e., electric vehicle charging and new mobility options, and multimodal projects)

Disadvantages

- Focus on individual goal may not emphasize projects that address all or multiple goals
- Unfamiliar to applicants in determining where projects fit and where to apply (requires communication)
- Setting funding ranges will not have a history to learn from for the first few rounds of funding

What Would Happen if we select this structure?

- Specific application categories and project types will be determined by March based on additional conversations
- Criteria and measures would be crafted to reflect 2050 TPP Policies

Example: Goal-Focused Structure: Intersection Safety Project



Scoring
Criteria

Answers questions based on Healthy and Safe Policies (e.g., Safe Systems Approach, Vulnerable Road User protection, reduce negative health impacts)

Illustrative Examples of Potential Application Categories Shown Above

December Policymaker Workshop

Workshop Approach

- Attendees: TAB members and alternates and Transportation Committee members
- Group activity will include prioritizing how TPP investment priorities should be incorporated into the Regional Solicitation

Application
Categories

Included some
other way

Not included

- Goal will be to limit investment priorities selected for application categories to 10 or fewer

Discussion Questions:

- What feedback do you have on the goal-focused structure?
- Are there specific items that need to be considered in future discussion?

Next steps



Next steps:

1. Policymaker Workshop for TAB and Council Members – December 18
2. Policymaker Work Group next meeting – January 15
3. Technical Steering Committee meeting – January 28
4. Feedback on TAB's action item on a base structure recommendation and application categories
 - F&P – February 20
 - TAC – March 5
 - TAB – March 19

Ongoing TAC Involvement

- Updates and feedback opportunities throughout the process
- Opportunity to be involved in special issue working groups

Thank You

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