

# Regional Solicitation Before & After Study Phase II

Transportation Committee

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**BOLTON  
& MENK**



**METROPOLITAN  
COUNCIL**

# Project Team

## Consulting Team



**Lance Bernard**  
HKGi

*lance@hkgi.com*  
320.420.7768



**Ashley Hudson**  
Bolton & Menk

*Ashley.Hudson@bolton-menk.com*  
701.566.2349

## Met Council

**David Burns**

Senior Highway Planner

*David.Burns@metc.state.mn.us*  
651.602.1887

# Study Objectives

- Refine the approach for monitoring “after” conditions of projects that have received federal transportation funds
- Research Ways to Streamline the Application Process
  - Focus Groups
  - Bicycle and Pedestrian Usage Measure
  - Projects Not Funded by Regional Solicitation
  - Risk Assessment
  - Best Practices for Crash Modification Factors (CMFs)



Combined, the 2014, 2016, 2018, and 2020 Regional Solicitations have garnered over 538 grant applications



**\$1.87 Billion**

totaling over \$1.87 billion in federal funding requests



**\$782 Million**

Regional Solicitation process has awarded nearly half (42%) of these requests granting over \$782 million over the four cycles

# Before/After Database Development

Database includes after conditions for:

- Congestion
- Crashes
- RBTN changes
- Transit Ridership
- Connections to
  - Populations
  - Jobs
  - Activity Centers

# Congestion Measure: Use of StreetLight Data

## Travel Time Reduction

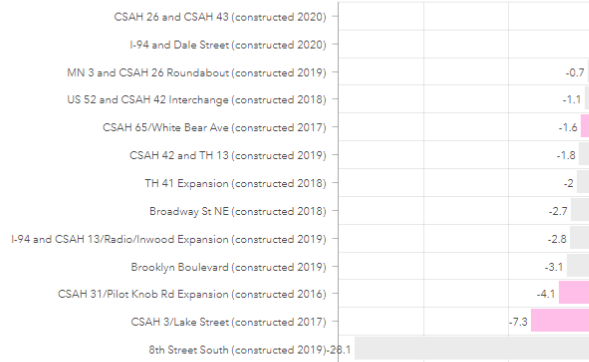
2014 Regional Solicitation: Funded Roadway Expansion Projects	AM	PM	All Day
TH 41 Expansion (Carver County)	14%	29%	20%
70th St and Robert Trail Roundabout (Dakota County)	6%	15%	7%
CSAH 42/52 Interchange (Rosemount)	5%	6%	16%

# Safety: Crash Analysis Tool

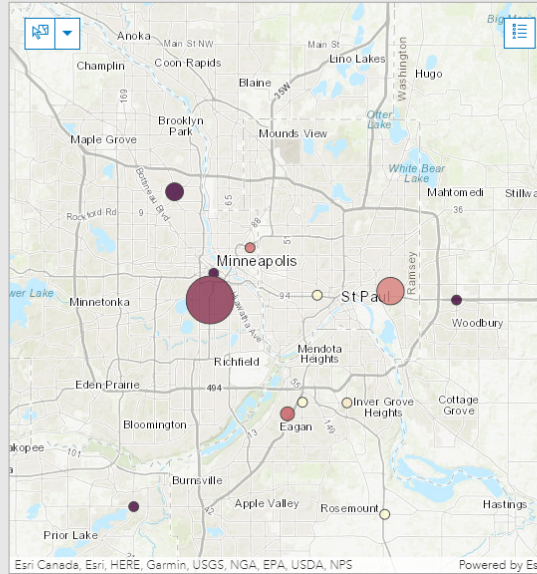
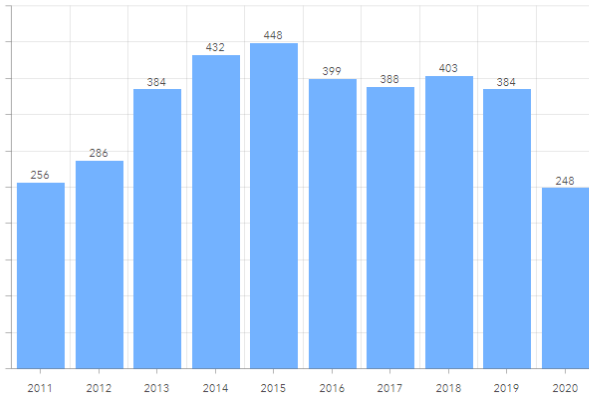
2014 Regional Solicitation Projects - Before & After Analysis

Project: All Projects

Change in Crash Rate After Reconstruction



Total Crashes By Year



8th Street South Reconstruction (Construction Finished 2019)

	Before	After	Difference
Total Crashes	232	24	-208
Crash Cost	\$10,259,800	\$1,390,400	-\$8,869,400
Total K&A	1	0	-1
Total Ped&Bike	25	3	-22
Crash Rate	32.08	4.01	-28.07
K&A Crash Rate	13.83	0.00	-13.83

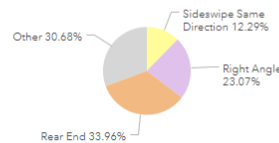
Broadway St NE Reconstruction (Construction Finished 2018)

	Before	After	Difference
Total Crashes	44	16	-28
Crash Cost	\$2,456,800	\$524,600	-\$1,932,200
Total K&A	1	0	-1
Total Ped&Bike	1	0	-1
Crash Rate	4.24	1.52	-2.73
K&A Crash Rate	9.64	0.00	-9.64

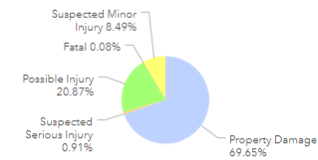
Brooklyn Boulevard Reconstruction (Construction Finished 2019)

	Before	After	Difference
Total Crashes	158	53	-105
Crash Cost	\$11,565,400	\$2,420,000	-\$9,145,400
Total K&A	6	0	-6
Total Ped&Bike	10	0	-10

Crash Types



Crash Severity





# Safety: Crash Analysis Summary

2014 Regional Solicitation: Funded Expansion & Modernization Projects	Total Crashes	Crash Cost	Total K & A	Total Ped & Bike	Crash Rate*	K & A Crash Rate**
CSAH 3/Lake Street Reconstruction (Hennepin County)	-40	-\$2.5M	-2	-2	-7.31	-32.61
CSAH 31/Pilot Knob Road (City of Eagan)	-31	-\$400K	0	+1	-4.07	0
CSAH 65/White Bear Ave Reconstruction (Ramsey County)	-26	-\$97K	0	+1	-1.55	0

\*Crash rate is per million vehicle miles traveled

\*\*K&A is per 100M vehicle miles traveled



# Projects Not Awarded RS Funds

- **42%** of the funding requests fulfilled over past four cycles; amounting to **\$782** million
- **313** projects remain unfunded
- Some projects move forward without Regional Solicitation funding, often projects are being scaled back (e.g., fewer amenities/enhancements) or delayed until funding is secured
- Applications that did not receive funding for a given solicitation but re-submitted at a future Solicitation had varying success in their resubmittal efforts, with approximately **29%** eventually receiving funding.

# Non-Motorized Summary

- Total of 74.4 miles of RBTN bikeway miles have been built or programmed using RS funds
- Region could consider changing the bicycle/pedestrian measures by incorporating a scoring criterion that considers the project's design and its ability to improve one's comfort level and safety
- This approach is used by other MPOs (e.g., Dallas and St. Louis)

# Risk Assessment Summary

- Since 2014, **25** projects have been delayed or not built
  - **14** program year extensions
  - **11** withdrawals
  - Total includes HSIP funded projects
- Program year extensions are requested to better align awarded projects with other projects.
  - **50%** of the program year extensions were requested to help align a project's delivery/construction schedule with other programmed projects in the area
- There is no need to eliminate the risk assessment measure

# Key Takeaways

- Provide clarity on the goals of the Regional Solicitation program
- Funding is being spread across too many funding categories, which may make it unclear as to what the Regional Solicitation process is trying to accomplish
- It is also unclear how some of the measures relate to the funding categories
- There may be a need for greater transparency on how projects are scored and selected
- Continue to reevaluate the process to ensure funds are going towards projects with the greatest regional benefit

# Questions?

