

Information Item

DATE: November 12, 2019
TO: Transportation Advisory Board
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SUBJECT: 2020 Regional Solicitation: Bridge Scoring Weighting

In recent months, TAB has discussed whether there is a need to dedicate a minimum amount of funding to the Bridges application category of the Regional Solicitation. The draft application that was released for public review removed the \$10 million minimum for the bridge application category so that this application category was consistent with the other four roadway applications, which have no minimum set-asides. The maximum award for a bridge project is proposed to stay at \$7 million.

At the October 17, 2019, TAB meeting, staff shared an analysis of past bridge funding through the Regional Solicitation. As part of this discussion, TAB requested TAC feedback on whether the number of points awarded for the condition of the bridge was adequate to make sure that the “worst” bridges were being selected for funding.

STAFF FINDINGS

At 300 points, the bridge sufficiency rating measure is worth more points than any measure in the five roadways categories (only usage in the two transit categories is worth more). At 400 points (bridge sufficiency rating and load-posting), no criterion in any funding category is valued as much as Infrastructure Condition is in the Bridge category. However, keeping in other scoring measures like multimodal and cost effectiveness helps ensure that bridge projects meet other Transportation Policy Plan goals too.

Table 1 shows the draft weighting for the Bridge application category. In addition, as part of the qualifying requirements, bridge rehabilitation projects must have a sufficiency rating less than 80 and bridge replacement projects must have a sufficiency rating of less than 50. The bridge must also be classified as structurally deficient or functionally obsolete.

Eight bridge applications were submitted in the 2018 Regional Solicitation. The ranked order of the projects based solely on bridge sufficiency rating was nearly identical to the ranked order of the projects based on total score. Only the 3rd and 4th highest projects flipped when comparing the two lists. This suggests that bridge sufficiency rating is one of the primary drivers of the total score and the projects that are selected. This finding is consistent with sensitivity analysis produced after the 2018 funding cycle (see Table 2).

TAC Discussion

At its November 6, 2019, meeting TAC did not express any concern with the distribution of weighting, as it pertains to the ability to fund the “worst” bridges. However, TAC commented that the current measure, bridge sufficiency rating, is starting to be replaced by other measures to best determine bridge condition. Members agreed to convene a work group to determine the best way

to determine infrastructure condition. With the public comment period ending on November 6, 2019, and the Regional Solicitation due to be approved by TAB on December 18, 2019, it is unclear whether any changes will be able to be made for the 2020 Regional Solicitation. Continued discussion with technical experts may be needed with potential changes being introduced for the 2022 funding cycle for TAB's consideration.

TABLE 1: Scoring Measures and Point Values proposed for the 2020 Regional Solicitation

Criteria and Measures	Points	%
1. Role in the Regional Transportation System and Economy	195	18%
Measure A - Distance to the nearest parallel bridge	100	
Measure B - Project Location Relative to Jobs, Manufacturing, and Education	30	
Measure C - Regional Truck Corridor Tiers	65	
2. Usage	130	12%
Measure A - Current daily person throughput	100	
Measure B - Forecast 2040 average daily traffic volume	30	
3. Equity and Housing Performance	100	9%
Measure A - Benefits and outreach to disadvantaged populations	50	
Measure B - Housing Performance Score/ affordable housing connection	50	
4. Infrastructure Condition	400	36%
Measure A – Bridge Sufficiency Rating	300	
Measure B – Load-Posting	100	
5. Multimodal Elements and Existing Connections	100	9%
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
6. Risk Assessment	75	7%
Measure A - Risk Assessment Form	75	
7. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	1,100	

TABLE 2: Sensitivity Analysis for Bridge Application Category in 2018 Regional Solicitation

#	Measure	Max Pts	Rank Change	Cross fund Line	St. Dev
4A	Sufficiency rating	300	5	1	61
1A	Distance to Parallel	100	2	0	33
4B	Load-posting	100	0	0	46
7	Cost Effectiveness	100	2	1	36
2A	Throughput	100	3	0	24
5	Multimodal	100	3	0	32
6	Risk Assessment	75	0	0	10
3B	Housing	70	0	0	22
1C	Heavy Commercial	65	0	0	5
2B	Forecast ADT	30	3	0	7
1B	Connection to Jobs	30	3	1	11
3A	Equity	30	0	0	10