

INFORMATION ITEM

DATE: August 11, 2021
TO: Transportation Advisory board
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SUBJECT: 2022 Regional Solicitation: Criteria Weighting in Spot Mobility and
Safety Application

Technical committee members discussed the possibility of increasing the number of Safety points in the Spot Mobility and Safety application category to reflect the increasing number of fatalities on the transportation system relative to past years. This started with the proposal to reallocate the number of points between safety and congestion/air quality by giving 2/3 of the points to safety, and the remaining 1/3 to congestion/air quality. Following feedback that Congestion/Air Quality is valuable and is not the ideal place from which to get more points for safety, staff provided three options for moving points to safety.

Funding & Programming Committee Comments

At its June 17, 2021, meeting, members provided the following comments:

- The Spot Mobility and Safety category, which was new in 2020 should weigh safety higher than congestion/air quality. Currently, they are weighed evenly.
- Given the purpose of the Spot Mobility and Safety category, one member suggested that safety and congestion/air quality should be combined for more than the 50% they combine for.

At its July 22, 2021 meeting, members provided the following comments:

- While increasing the value of safety was supported, members still value vehicle delay (Option 1) since this is one of the two primary reasons for the Spot Mobility and Safety application category.
- Risk assessment (Option 2) still applies to spot mobility and safety projects, particularly in the case of roundabouts, which tend to necessitate right-of-way acquisition.
- The Truck Corridor Study Tiers measure (Option 3) is not as pertinent to these smaller, at-grade intersection improvement projects as noted in the surveys, so would be a better place for a point reduction.

Technical Advisory Committee Comments

At its July 7, 2021 meeting, members provided the following comments:

- General agreement with the Funding & Programming Committee that safety should be given more points, given the recent increase in fatalities.

At its August 4, 2021 meeting, members provided the following comments:

- General agreement with the Funding & Programming Committee that Option 3 is the best option.

TAB Comments

At its July 21, 2021, meeting, TAB provided the following comments:

- Safety is important, but so is the congestion/air quality criteria, which is connected to climate change and air quality.

Spot Mobility and Safety Scoring Changes Options

Criteria and Measures	Existing		Option 1		Option 2		Option 3	
	Pts	% of Total Pts	Pts	% of Total Pts	Pts	% of Total Pts	Pts	% of Total Pts
1. Role in the Regional Transportation System and Economy	175	16%	175	16%	175	16%	115	10%
Measure A - Congestion within the Project Area, Level of Adjacent Congestion, Principal Arterial Intersection Conversion Study Priorities, or CMSP	100		100		100		70	
Measure B - Regional Truck Corridor	75		75		75		45	
2. Equity and Housing Performance	100	9%	100	9%	100	9%	100	9%
Measure A - Benefits and outreach to disadvantaged	50		50		50		50	
Measure B - Affordable housing connection	50		50		50		50	
3. Congestion Reduction/Air Quality	275	25%	215	20%	275	25%	275	25%
Measure A - Vehicle delay reduced	200		140		200		200	
Measure B - Kg of emissions reduced	75		75		75		75	
4. Safety	275	25%	335	30%	335	30%	335	30%
Measure A - Crashes reduced	225		235		235		235	
Measure B - Pedestrian Crash Reduction	50		100		100		100	
5. Multimodal Elements and Existing Connections	100	9%	100	9%	100	9%	100	9%
Measure A - Transit, bicycle, or pedestrian project elements & connections	100		100		100		100	
6. Risk Assessment	75	7%	75	7%	15	1%	75	7%
Measure A - Risk Assessment Form	75		75		15		75	
7. Cost Effectiveness	100	9%	100	9%	100	9%	100	9%
Measure A - Cost effectiveness	100		100		100		100	
Total	1,100		1,100		1,100		1,100	