

Summary of issues for further consideration or action

From 9-12-2018

- Safety component: Defining interchange and intersection influences

From 9-26-2018

- none

From 10-29-2018

- Congestion component: Eileen Vaughan suggested the group tentatively approve the 2.2 version; the group will have the opportunity to review the data in more detail
- Benefit-Cost discussion: Nathan Ridgeway will verify that the CMFs/SBFs for bike/ped and railroads are based on all crash types and not just for related crashes
- Jason Blackburn would like someone to send him the supporting documents on the KABCP costs; Jonathan Reynolds agreed to send him this information.
- Chad Shive will look at the new project improvement types again.
- Eileen Vaughan will send out a Doodle poll to determine the next meeting date.

Record of Decisions

Scaling

- 10-19-2018: keep the scaling and provide a 1-page summary denoting projects with magnitude differences

Safety

- 9-26-2018: change the name to EEC to be consistent with the HSM
- 9-26-2018: KTC will email a new list with the different scale
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Congestion

- 9-26-2018: Decision: Mei will take another look at the data and bring back several methods to discuss at next meeting:
 - 50% VHD + 50% VSF
 - Tiered by Functional Class
 - Scaled by percentile rank vs normalized
- 10-19-2018: use method 2.2 (each Functional Class is discounted 5%) is tentatively approved
- 10-19-2018: The Workgroup will look more in depth at the data

Economic Growth

- 9-26-2018: continue using TTS process

Benefit-Cost Discussions – Safety Benefit Factors

- Jason called for a vote and all agreed to use $(1-CMF_1)(1-CMF_2)$
- Nathan will verify the CMFs are for *all crashes*

Benefit-Cost Discussions – Travel-Time Savings (TTS)

- Eileen: is the Workgroup good with the TTS? Yes.
- Should we weight the same as the statewide and regional weighting? Yes.
- Motion to weigh SBF and TTS 50/50, passed

Asset Management

- Will look into the new improvement types

Freight

- 9-26-2018: the Workgroup agreed on the freight formulas and the statewide (60/40) vs regional (20/80) splits