

Attachment 4

Information on Transportation Project Evaluation in Various Metropolitan Areas

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Nashville Area Metropolitan Planning Organization
2035 Regional Transportation Plan | Project Evaluation Criteria

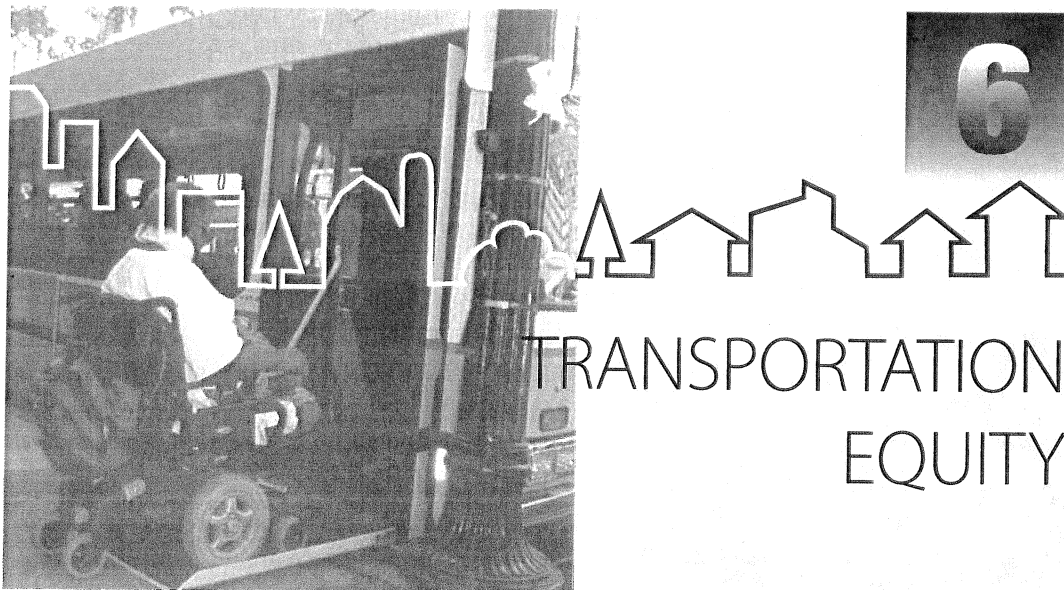
Endorsed by MPO Executive Board on March 17, 2010

EVALUATION CRITERIA	SCORE
TOTAL POSSIBLE POINTS	100
SYSTEM PRESERVATION & ENHANCEMENT	15
Project Improves Existing Route	+
Project Upgrades Route to Context Sensitive/ Prescribed Design Standards	+
Project Addresses Major Maintenance (e.g., bridge repair, etc.)	+
Project Integrates ITS Technology	+
Project Has Sustainable Operations/ Ongoing Maintenance Support	+
QUALITY GROWTH, SUSTAINABLE DEVELOPMENT, & ECONOMIC PROSPERITY	15
Project Supports Quality Growth Principles	
Project Improves Accessibility and/or Connectivity to Existing Development	+
Project Located in Preferred Growth Area	+
Project Supports Infill/ Redevelopment	+
Project Incorporates Streetscaping/ Enhancements	+
Project Located Near Mixed-Use, High Density Areas	+
Project is Consistent with Desired Urban Design/ Form-Based Codes	+
Project Corrects Poor Storm water Flow/ Drainage	+
Project Improves Utility Location	+
Project Contributes to Grid Development/ Roadway Network Connectivity	+
Project Supports Existing or Planned Economic Development	
Project Located Near Existing Jobs	+
Project Located In High Job Growth Areas	+
Project Improves Multi-Modal Access to Jobs and Retail	+
Project Provides Improved/ New Access to Planned Growth Area	+
Project Endorsed by Local Chamber of Commerce	+
MULTI-MODAL OPTIONS	15
Project is Located within a Strategic Multi-Modal Corridor	
Route Includes Existing Transit Service	+
Route Includes Planned Transit Service	+
Route Includes Existing Pedestrian/ Bicycle Facilities	+
Route Includes Planned Pedestrian/ Bicycle Facilities	+
Project Incorporates Multi-Modal Solutions	
Project Improves Modal Conflict (e.g., traffic signals, grade separation, dedicated lanes)	+
Project Includes Transit Accommodations (e.g., pullouts, shelters, dedicated lanes, signal priority)	+
Project Includes Pedestrian Amenities (e.g., benches, bulb outs, pedestrian refuges, etc)	+
Project Includes Sidewalk Improvements (bonus for b+p priority)	+
Project Includes Bicycle Facility Improvements (bonus for b+p priority)	+
Project Makes a Connection to another Modal Facility	+
Project Includes Carpool Lane	+
CONGESTION MANAGEMENT	10
Project Addresses Corridor Congestion	
Top Priority - Appropriately Addresses MPO Base Year Congestion	+
Second Priority - Appropriately Addresses MPO 2015 Congestion	+
Third Priority - Appropriately Addresses MPO 2025 Congestion	+
Fourth Priority - Appropriately Addresses MPO 2035 Congestion	+
Appropriately Addresses Congestion as Identified by Other Study or Observation	+
Project Incorporates Congestion Management Strategies	
Geometrical Improvement	+
Grade Separation or Dedicated Travel Lanes for Individual Modes	+
Improvements to Access Management	+
ITS/ Signalization Improvement	+
Improvements to Turning Movements	+
Improves Parallel Facility/ Contributes to Alternative Routing	+
Provides Additional Non-Motorized Mode Capacity	+
Transit Capacity	+
Signage/ Wayfinding	+
Other Improvement	+
SAFETY & SECURITY	10
Project Addresses a High Crash Location	
Local High Crash Intersection	+
Local High Crash Corridor	+

EVALUATION CRITERIA	SCORE
MPO High Crash Intersection	+
MPO High Crash Corridor	+
State High Crash Corridor	+
Project Incorporates Safety Improvement Strategies	
Geometrical Improvement for Vehicular Safety	+
Geometrical Improvement for Bicycle or Pedestrian Safety	+
ITS/ Signalization Improvement	+
Signage/ Wayfinding	+
Bicycle or Pedestrian Facility Accommodations	+
Bicycle or Pedestrian Signage or Markings	+
Traffic Calming Techniques Appropriate to Facility Function	+
Other Improvement with Rationale to How the Project Improves Safety	+
Additional Safety & Security Elements	
Project Increases Safe Travel to Nearby School (within 3 Miles)	+
Project Addresses Security/ Emergency Responsiveness	+
FREIGHT & GOODS MOVEMENT	10
Route has Significant Truck Movements	+
Route is Anticipated to have Significant Truck Movements	+
Route Serves Major Shipping/ Distribution Center	+
Route will Serve Planned Major Shipping/ Distribution Center	+
Route Serves Intermodal Center (e.g., rail yard, port, etc.)	+
Project Improves a Designated Truck Route	+
Project Addresses Existing Freight/ Passenger Conflict	+
Project Provides Separation in Freight/ Passenger Movements (e.g., grade separation)	+
Project Design Accommodates Anticipated Freight Flows	+
Project Strategically Restricts Freight Movement for Safety or Congestion Management	+
Project Impedes Efficient Delivery of Goods	-
HEALTH & ENVIRONMENT	10
Project Improves Health & Environment	
Project Provides Increased Accessibility for Low-Income & Minority Communities	+
Project Corrects ADA Non-Compliance	+
Project Provides Transportation Choices for the Disabled	+
Project Provides Transportation Choices for Aging Population	+
Project Provides Transportation Choices in Health Impact Areas	+
Project Promotes Physical Activity	+
Project Reduces VHT/ VMT	+
Project Reduces Vehicle Emissions	+
Project Has Potential Consequences for Health & Environment	
Project Located Close to Natural Resources/ Environmental Constraints	-
Project Located Close to Socio-Cultural Resources	-
PROJECT HISTORY	10
Project Has Documented Local Support	
Local Governing Body Resolution of Support	+
Identified as Top Local Priority	+
Project Has Detailed Planning & Engineering Efforts	
Detailed Planning Report Conducted (e.g., TPR, IJS, AA, etc.)	+
Preliminary Engineering & Design Conducted	+
Project Has Documented Funding Support	
Project is on the federal-aid system	+
High Level of Local Participation (20+ percent of funding)	+
Local Funds Programmed/ Budgeted	+
State Funds Programmed/ Budgeted	+
Previously Included in MPO TIP or LRTP	+
CONSISTENCY WITH PLANS	5
Local Comprehensive Plan Transportation Priority	+
Local/ Regional Transit Plan Priority	+
Local/ Regional Bicycle & Pedestrian Plan Priority	+
ITS Architecture/ Master Plan Priority	+
Strategic Highway Safety Plan Priority	+
Other Official Planning Instrument	+

HIGHWAY PROJECTS

Rank	Name	1: Travel Demand				2: Safety				3: Environmental Impacts		4: Community Impacts		5: Environmental Justice Impacts		6: Funding Status	7: Benefits to Other Modes or Deployment of New Technology		
		Local Priority #	w/c	w/c > 0.8?	Points	Accident Rate	Accident Rate-300?	Points	Points	Impact	Points	Impact	Points	Impact	Points		Number of modes	Points	Total Points
1	TDM	12 - D 12 - DC	Other	Other	4		Other	Other	4	Positive	4	Positive	4	Positive	4	Unfunded	0	4	24
2	ITS Deployment	11 - D 11 - DC	Other	Other	4		Other	Other	4	Positive	4	Positive	4	Positive	4	Unfunded	0	2	22
3	Franklin/Main/Merritt Mill/Brewer Intersection	11 - C	1.04	1.04	2	879.59	879.59	3	3	Positive	4	Positive	4	Positive	4	Unfunded	0	3	20
4	East End Connector	1 - D 1 - DC	1.63	1.63	4	2016.03	2016.03	4	4	LowNeg	3	MedHNeg	1	MedNeg	1	25%+	4	2	19
5	S. Churton St. Improvements	2 - H, 2 - OC	1.3	1.3	4	429	429	2	2	LowNeg	3	Positive	4	Positive	4	Unfunded	0	2	19
6	Extension Orange Grove Rd.	6 - OC	0.93	0.93	1	1253.5	1253.5	4	4	Positive	4	Positive	4	Positive	4	Unfunded	0	2	19
7	Triangle Parkway	3 - D 3 - DC	1.04	1.04	2	351.61	351.61	1	1	MedHNeg	1	LowNeg	3	Neutral	3	25%+	4	3	17
8	Eno Mt./Mayo St. at Orange Grove Rd.	4 - H, 5 - OC	0.82	0.82	1	2146	2146	4	4	Positive	4	MedNeg	2	Positive	4	Unfunded	0	2	17
9	Realignment NC 751 (Phase 1)	9 - D 9 - DC	1.17	1.17	3	913.86	913.86	3	3	LowNeg	3	MedNeg	2	Neutral	3	Unfunded	0	3	17
10	Seawell School Road Improvements	1 - C, 2 - CH	0.3	no	0	409.12	409.12	1	1	Positive	4	Positive	4	Positive	4	Unfunded	0	3	16
11	Elizabeth Brady Rd. Extension	1 - H	1.19	1.19	3	489.26	489.26	2	2	HighNeg	0	MedHNeg	1	Neutral	3	25%+	4	3	16
12	MLK Jr Pkwy/Hwy 55 Intersection	2 - D 2 - DC	0.93	0.93	1	3342	3342	4	4	LowNeg	3	LowNeg	3	LowNeg	2	Unfunded	0	3	16
13	Homestead Road	1 - CH, 1 - OC, 2 - C	0.97	0.97	1	278.67		no	0	Positive	4	Positive	4	Positive	4	Unfunded	0	2	15
14	Piney Mountain Road Improvements	4 - CH	0.57	no	0	109.56		no	0	Positive	4	Positive	4	Positive	4	Unfunded	0	3	15
15	NC 751 Widening	1 - CC	1.31	1.31	4	151.6		no	0	LowNeg	3	LowNeg	3	Neutral	3	Unfunded	0	1	14
16	NC 54 (I-40 east to 55) Widening	5 - D 5 - DC	1.19	1.19	3	664.28	664.28	2	2	HighNeg	0	LowNeg	3	Neutral	3	Unfunded	0	3	14
17	Old Oxford Highway Widening	8 - D 8 - DC	1.2	1.2	3	826.16	826.16	3	3	LowNeg	3	MedNeg	2	HighNeg	0	Unfunded	0	3	14
18	Estes Drive Improvements	3 - CH	1.01	1.01	2	405.15	405.15	1	1	Positive	4	Positive	4	Positive	4	Unfunded	0	2	13
19	Fayetteville Road Widening	4 - D 4 - DC	1.11	1.11	2	700.42	700.42	3	3	LowNeg	3	MedHNeg	1	MedNeg	1	Unfunded	0	3	13
20	Perry Harrison School Turn Lanes	4 - CC	0.16	no	0	1072.1	1072.1	4	4	LowNeg	3	LowNeg	3	Neutral	3	Unfunded	0	0	13
21	US 70 (Lynn Rd. to Wake County Line) Convert to Freeway	6 - D 6 - DC	1.24	1.24	4	297.97		no	0	MedNeg	2	LowNeg	3	Neutral	3	Unfunded	0	1	13
22	NC 54 (I-40 to Barbee-Chapel) Widening	10 - D 10 - DC	1.89	1.89	4	256.29		no	0	HighNeg	0	LowNeg	3	Neutral	3	Unfunded	0	3	13
23	Northern Durham Parkway	7 - D 7 - DC	1.24	1.24	4	669.05	669.05	2	2	HighNeg	0	MedHNeg	1	LowNeg	2	Unfunded	0	3	12



TRANSPORTATION EQUITY

WHAT IS TRANSPORTATION EQUITY?

The Boston Region MPO's transportation equity policies are rooted in its definition of environmental justice (EJ), below:

Environmental justice requires the MPO to examine the allocation of benefits and burdens, historically and currently, and planned for the future; to ensure that minority and low-income communities are treated equitably in the provision of transportation services and projects; and to provide full participation for minority and low-income communities to advise the MPO during its planning and decision-making process.

Environmental Justice Areas

The MPO's transportation model is composed of 2,727 transportation analysis zones (TAZs). A TAZ is an aggregation of census geography based on demographic information and numbers of trips produced, and attracted within, its borders. Each zone contains population, employment, and housing information. The average TAZ has approximately 1,800 people. The TAZ is the geographic unit for the analysis used to define environmental justice areas.

The MPO defines an environmental justice area as follows:

A TAZ will be considered an environmental justice area if it is over 50 percent minority or has a median household income at or below 60 percent of the region's median. [As of the 2000 U.S. Census, 60% of the region's median household income of \$55,800 is \$33,480.¹]

¹ The MPO used the 2000 U.S. census to define environmental justice areas. Though the 2010 census minority population data at the tract level was released on March 22, 2011, the household income data have yet to be released at the tract level. MPO staff have determined that the 2005–2009 American Community Survey (ACS) sample data have high margins of error at the tract level for minority population and did not want to use it as the source. Environmental justice areas will be redefined when complete new data are available.

mobility, accessibility, and emissions for communities with a high proportion of low-income and minority residents. Chapter 9 details the results of this analysis.



Integration with the Planning Process

The MPO integrates environmental justice and transportation equity concerns into the planning process by encouraging and sharing input from its outreach activities, by using environmental justice as a criterion in its planning documents, and by examining environmental justice and transportation equity issues in greater detail in MPO planning work.

The potential impact of a proposed project on an environmental justice area is a criterion in the LRTP and TIP project ranking processes. The MPO now evaluates all projects that seek federal transportation funding through the MPO on the following criteria:

- Improves transit for an EJ population
- Design is consistent with complete-streets policies in an EJ area
- Addresses an MPO-identified EJ transportation issue

Projects that address a transportation issue in an environmental justice neighborhood can score points in the environmental-justice evaluation criteria. The MPO staff gives projects that are estimated to benefit environmental justice areas positive ratings and projects that may burden these areas negative ratings. This gives projects that address transportation equity issues and needs an advantage. The MPO considers these ratings when deciding what projects should be listed in the LRTP or TIP, and which should receive funding.

The MPO staff also continues to collect information, talk to people who live and work in the communities, and shares what it learns with state, regional, and municipal governments. This information is summarized and presented to the MPO for their consideration. Information collected from the MPO's outreach is also shared with the affected municipalities and the relevant implementing agencies.

NEXT STEPS – THE DEVELOPMENT OF PERFORMANCE MEASURES

There are several ways the MPO can measure progress towards its visions and policies for transportation equity. Examples of performance measures are the following:

- Travel speed for bus routes serving environmental justice neighborhoods