

Evaluation Criteria, Prioritization Criteria and Weighting

Updated (from February 2020) Evaluation Criteria and Prioritization Criteria

Presented in February and further refined and presented in May, the Needs Plan is evaluated through a two-step process using Evaluation and Prioritization Criteria. Since the February meeting, additional criteria were brought forward from the 2040 RMP, description changes were incorporated, and recommended removal of criteria was incorporated into this effort. These changes are presented below.

Evaluation Criteria - Changes

Project Phases Completed (Evaluation Criteria)

One of the tenets of the transportation process for project development is to complete projects that have been started. As long range plans are updated it is necessary to incorporate criteria that places an emphasis on projects that are requiring phase funding for construction, right of way or design. Ultimately, this will feed into the Priority Project Process for funding (June 2020). This criterion was included in the Connections 2040 RMP and was added back into the process in February.

Prioritization Criteria – Changes

Universal Accessibility (Prioritization Criteria)

Added in the Connections 2040 RMP, this criterion measures a projects ability to connect compatible facility types, remove barriers, reconstruct or alter the physical environment, retrofit existing facilities, or add enhanced sidewalks, signage, and wayfinding, signalization, crosswalk enhancements, lighting, street furniture, shaded areas, bus stops, technology enhancements, or other accessories to improve comfort and safety. This criterion was included in the Connections 2040 RMP and was added back into the process in February.

Existing Congestion Reduction and Future Project Congestion (Prioritization Criteria)

This criterion was added to reflect the congestion data from the district-wide transportation model.

Safety Improvement (Prioritization Criteria)

The description of the criteria changed from:

Original language: *“Project addresses one of the worst crash locations in the region, as identified in the Existing Conditions report.”*

Updated Language: *“Project addresses one of the worst crash locations in the region, as identified in the State of the Region Report or Congestion Management Plan.”*

The criteria already incorporated Congestion Management but that wasn’t specifically stated, and the State of the Region Report will also provide information to consider as part of this

criteria. Evacuation Route This criterion was moved from Evaluation Criteria to roadway specific criteria.

Identified Gateway (Prioritization Criteria – Removed)

This criterion was incorporated during the 2040 RMP, and read:

“Project is located in or adjacent to an area designated as a future gateway improvement location”

This criterion has a varying definitions across the region and therefore the Project Team recommended its removal.

Weighting of the Criteria

The weighting of criteria approach that was initiated with the Connections 2040 RMP is also being used in the development of the Connections 2045 RMP with a focus on **“finishing what was started”**. The purpose of this approach is to ensure that there is a consistency amongst the projects as they move through the RMP and into the Priority Project Process, *i.e.*, projects seeking construction are the highest priority followed by those seeking Right of Way, Design, and Project Development and Environment (PD&E), respectively.

Within the individual phases, the project may be further prioritized based on Board members preference and project scoring. For example, if there is one project seeking construction funding and three seeking Right of Way funding, the project seeking construction funding will always be ranked higher. However, the three projects seeking Right of Way can be prioritized within the “right of way” group. This approach will allow for consistency with the RMP process and the Project Prioritization Process.

Based on this approach the “Project Phases Completed” criterion has the most points (100) of any criteria, the weighting of the Evaluation Criteria is shown on **Table 1** and the Prioritization Criteria on **Table 2** (more details can be found in **Attachment 12**):

Table 1 - Evaluation Criteria

Evaluation Criteria	Weighting
Project Phases Completed	100
Part of an Adopted Plan	50
Natural Environment	20
Social Environment	20
Totals Potential Points	190

As shown in **Table 1**, the total number of points a project can potentially receive as part of the Evaluation Criteria process is 190 points and from the Prioritization Criteria 296 points (**Table 2**, page 5) for a total possible score of 486 points (should a tie breaker be necessary).

Table 2 - Prioritization Criteria

Prioritization Criteria	Weighting
Safety Improvement	75
Universal Accessibility	60
Growth Center / Economic Development	30
Existing Congestion Reduction	25
Supportive of Transit Priorities and Accessibility	20
Supportive of Bicycle and Pedestrian Mobility and Accessibility	20
Future Congestion Reduction	15
Supportive of Freight Priorities	15
Supportive of Transportation Technology	15
Resilience	10
Evacuation Route	5
Travel and Tourism	5
Funding Commitment (Tie-Breaker only)	1
Totals Potential Points	296