

PROPOSED RESILIENCY PRIORITIZATION ENHANCEMENTS

| Scoring Location | | Draft Measure Name | Draft Scoring Language | Draft Scoring Tiers | Source |
|-------------------|---|---|---|--|--|
| Project Utility | System Continuity / Resiliency - <u>new</u> measure | Minimize Trip-Loss During Disruptive Events | Project minimizes loss of trip-making under disruptive conditions (indicates project's importance for maintaining mobility/accessibility during disruptions). | High: ≥90% trips retained Medium: 75–89% Low: 50–74% No Points: <50% retained | Change in Trips (RDR Benefits Analysis Tool) |
| Project Utility | System Connectivity / Resiliency - <u>refine</u> current level of access to critical areas/facilities | Maintains Access to Critical Areas/Facilities During Disruptive Events | Project preserves access to essential services or facilities during hazard conditions. | High, Medium, Low, No Access Multiplier for retained access during disruptive events | Critical Areas/Facilities data (GIS overlay) + Trip Retention (RDR) |
| Economic Vitality | Modify current Economic Distress Factors, adding <u>new</u> submeasure | Maintains Access to Transportation-Vulnerable Communities During Disruptive Events | Project preserves access for vulnerable communities during disruptive events (supports equitable mobility and recovery). | High: ≥75% of distressed TAZs retain ≥90% trips Medium: 50–74% Low: 25–49% No Points: <25% | TAZ-Level Metrics (RDR Benefits Tool + Transportation-Vulnerable Communities data) |
| Project Viability | Modify Cost Effectiveness measure, adding <u>new</u> submeasure | Return on Investment (ROI) | Return on Investment (ROI) across scenarios (includes delay and repair costs savings). | High: ROI ≥ 2.0 Medium: 1.5–1.99 Low: 1.0–1.49 No Points: <1.0 | ROI Analysis Tool (RDR: NPV / Cost) |
| Project Viability | <u>New</u> category: System Importance - <u>new</u> measure | Regret Score | Reflects the potential for regret if a project is not implemented under future hazard conditions. Higher scores indicate greater importance under robust decision-making scenarios. | High: Top 25% of scores Medium: Middle 50% of scores Low: Bottom 25% of scores No Points: Score=0 | ROI Analysis Tool (RDR Regret Ranking) |
| Project Viability | <u>New</u> category: System Importance - <u>new</u> measure | Infrastructure Criticality | Importance of project to maintaining critical regional functions. | High Criticality Medium Criticality Low Criticality No Points | See Criticality matrix (informed by other prioritization measures) |

PROPOSED CRITICALITY MEASURE: ROADWAYS

| Measure Name | High Criticality (2 points) | Medium Criticality (1 point) | Low Criticality (0 points) |
|---|--|---|---|
| Future Usage (Volumes/Ridership) (double weight) | Top 25% of volumes/ridership (4 points) | 25% to 75% volumes/ridership (2 points) | Bottom 25% volumes/ridership |
| Travel Time Reliability | Very High, High | Medium High, Medium, Medium Low | Low |
| Degree of Regional Impact | Regional | Multi-jurisdictional | Local |
| Incident Management/Evacuation Routes | Designated evacuation or incident mgmt route (or both evac and IM route) | Secondary evacuation support (or either evac or IM route) | No evacuation/incident management function |
| Labor Market Access | High | Medium | Low |
| Military Access | High | Medium | Low |
| STRAHNET | Yes | Military Roads | No |
| Port/Freight Access (Truck Zones) | High | Medium | Low |
| Impact to Freight Movement (Improved Delay for Port Facilities) | Very High, High (score >3) | Medium High, Medium (score 2 to 3) | Low, Very Low (score <2) |
| Tourism Access | High | Medium | Low |
| Access to High Unemployment/ Low-Income Areas | >7 | 7 to 3 | <3 |
| Functional Class | Interstate/Freeway/ Expressway/ Principal Arterial | Minor Arterial/Major Collector (Secondary) | Minor Collector/Local |

| ROADWAY CRITICALITY | |
|---------------------|--------------------|
| 18-26 points | High Criticality |
| 9-17 points | Medium Criticality |
| 0-8 points | Low Criticality |

PROPOSED CRITICALITY MEASURE: INTERMODAL

| Measure Name | High Criticality (2 points) | Medium Criticality (1 point) | Low Criticality (0 points) |
|--|--|---|---------------------------------|
| Future Usage (Volumes/Ridership) (double weight) | Top 25% of volumes/ridership (4 points) | 25% to 75% volumes/ridership (2 points) | Bottom 25% volumes/ridership |
| Travel Time Reliability | Very High, High | Medium High, Medium, Medium Low | Low |
| Degree of Regional Impact | Regional | Multi-jurisdictional | Local |
| Labor Market Access | High | Medium | Low |
| Impact on Truck Movement | >11 points | 4 to 11 points | <4 points |
| Increased Access for Port Facilities | Yes | N/A | No |
| Improved Access to Truck Zones | High | Medium | Low |

| INTERMODAL CRITICALITY | |
|------------------------|--------------------|
| 12-16 points | High Criticality |
| 6-11 points | Medium Criticality |
| 0-5 points | Low Criticality |

PROPOSED CRITICALITY MEASURE: TRANSIT

| Measure Name | High Criticality (2 points) | Medium Criticality (1 point) | Low Criticality (0 points) |
|--|--|--|---------------------------------|
| Future Usage (Volumes/Ridership) (double weight) | Top 25% of volumes/ridership (4 points) | 25% to 75% volumes/ridership (2 points) | Bottom 25% volumes/ridership |
| Percent of Trips Removed from Roadways | High | Medium | Low |
| Degree of Regional Impact | Regional | Multi-jurisdictional | Local |
| Labor Market Access | High (score 14-20) | Medium (score 7-13) | Low (score 0-6) |
| Military Access | High (<0.25 miles) | Medium (0.25-0.50 miles) | Low (>0.50 miles) |
| Tourism Access | Direct | Near | Far |
| Access to High Unemployment/Low-Income Areas | 20 | 10 | 0 |

| TRANSIT CRITICALITY | |
|---------------------|--------------------|
| 12-16 points | High Criticality |
| 6-11 points | Medium Criticality |
| 0-5 points | Low Criticality |

PROPOSED CRITICALITY MEASURE: ACTIVE TRANSPORTATION

| Measure Name | High Criticality (2 points) | Medium Criticality (1 point) | Low Criticality (0 points) |
|--|---|---|------------------------------|
| Future Usage (Volumes/Ridership) (double weight) | Top 25% of volumes/ridership (4 points) | 25% to 75% volumes/ridership (2 points) | Bottom 25% volumes/ridership |
| Access to Transit or Regional Activity Centers | 3+ categories | 2 categories | 1 or fewer categories |
| Degree of Regional Impact | Regional | Multi-jurisdictional | Local |
| Labor Market Access | High (score 14-20) | Medium (score 7-13) | Low (score 0-6) |
| Military Access | High (<0.25 miles) | Medium (0.25-0.50 miles) | Low (>0.50 miles) |
| Tourism Access | Direct | Near | Far |
| Access to High Unemployment/Low-Income Areas | 20 | 10 | 0 |

| ACTIVE TRANSPORTATION CRITICALITY | |
|-----------------------------------|--------------------|
| 12-16 points | High Criticality |
| 6-11 points | Medium Criticality |
| 0-5 points | Low Criticality |