AGENDA ITEM #6: HRTPO PROJECT PRIORITIZATION: RECOMMENDED ENHANCEMENTS

The HRTPO Project Prioritization Tool was developed to assist regional decision-makers in prioritizing transportation projects based off technical merits and regional benefits, evaluating projects based on Project Utility, Economic Vitality, and Project Viability. The Tool, which has been used in the past two Long-Range Transportation Plan updates and in the identification of the Regional Priority Projects, was designed to be updated periodically to reflect current conditions, regional priorities, and new data sources.

On April 5, 2017, the LRTP Subcommittee unanimously voted for HRTPO staff to initiate the process of updating the Project Prioritization Tool based on recommendations received. Since that time, HRTPO staff has been conducting research and soliciting additional feedback from regional stakeholders to refine potential measures to incorporate or enhance in the Tool, and adjust weighting factors based on these recommended improvements. Feedback received through multiple stakeholder meetings has been incorporated into the Tool and a small group of test projects has been scored.

On January 24, 2020, the Project Prioritization Task Force met to review and discuss remaining comments and the results of the scoring of test projects incorporating the proposed enhancements and updated weighting factors (attachment 6A includes summary slides from this meeting). After much discussion, the Project Prioritization Task Force recommends the LRTP Subcommittee approve the recommended enhancements to the HRTPO Project Prioritization Tool, including adjusted weighting factors.

Recommended modifications will be put out for public review and comment before seeking Board approval. As next steps, HRTPO staff will evaluate/score the 2045 LRTP Candidate Projects using the enhanced Project Prioritization Tool.

Ms. Dale Stith, Principal Transportation Planner, will brief the LRTP Subcommittee on this agenda item.

Attachment 6A: Prioritization Task Force Summary Slides

Attachment 6B: Updated Draft Prioritization Weighting Factors

RECOMMENDED ACTION

Recommend TTAC approval of the enhancements to the HRTPO Project Prioritization Tool, including adjusted weighting factors.

| Highway Projects Weighting Factors | Weighting |
|--|---|
| Criteria and Sub-criteria | Weighting |
| | |
| PROJECT UTILITY Congestion Level: | 30.00 |
| % Reduction in Existing and Future V/C Ratios (Daily Delay) | 10.00 |
| Existing Peak Period Congestion/Level of Service | 10.00 |
| Impact to Nearby Roadways | 10.00 |
| | |
| system Continuity and Connectivity | 25.00 |
| Degree of Regional Impact | |
| | |
| afety and Security: | 15.00 |
| Crash Ratio | 8.00 |
| Improvement to Incident Management or Evacuation Routes | 7.00 |
| Cost Effectiveness (Cost/VMT) | 15.00 |
| Total Cost (\$)/VMT | 13.00 |
| and Use/Future Development Compatibility | 10.00 |
| Project Compatible with Existing Land Use Patterns and Future Plans/Development | |
| Modal Enhancements: | 5.00 |
| Enhances Other Categories | 3.00 |
| Improve Access to Freight Distribution Facilities, Ports, Major Industrial Clients, or Major Employment and Population Centers | 2.00 |
| ROJECT UTILITY TOTAL | 100.00 |
| | 100.00 |
| CONOMIC VITALITY | 30.00 |
| CONOMIC VITALITY | |
| ECONOMIC VITALITY Total Reduction in Travel Time | 30.00 |
| CONOMIC VITALITY otal Reduction in Travel Time abor Market Access Increase Travel Time Reliability | 20.00 10.00 |
| Otal Reduction in Travel Time abor Market Access | 30.00 |
| CONOMIC VITALITY Total Reduction in Travel Time abor Market Access Increase Travel Time Reliability Increased Access for High Density Employment Areas | 20.00 10.00 |
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| CONOMIC VITALITY Total Reduction in Travel Time abor Market Access Increase Travel Time Reliability Increased Access for High Density Employment Areas Addresses the Needs of Basic Sector Industries Increases Access for Port Facilities Increases Access for Port Facilities Increases Access for Densi Estinations Increases Access for Defense Installations | 30.00 20.00 10.00 10.00 10.00 10.00 10.00 |
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| FCONOMIC VITALITY Total Reduction in Travel Time Labor Market Access Increase Travel Time Reliability Increased Access for High Density Employment Areas Addresses the Needs of Basic Sector Industries Increases Access for Pids Intensions Increases Access to Tourist Destinations Increases Access for Defense Installations Facility part of STRAINET Facility part of "Raadway Serving the Military" Increased Opportunity Provides New or Increased Access Supports Plans for Future Growth | 30.00 10.00 10.00 10.00 10.00 10.00 4.00 4.00 3.00 20.00 10.00 |
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| FCONOMIC VITALITY Total Reduction in Travel Time Labor Market Access Increase Travel Time Reliability Increased Access for High Density Employment Areas Addresses the Needs of Basic Sector Industries Increases Access for Pidph Density Employment Areas Addresses the Needs of Basic Sector Industries Increases Access for Durist Detantations Increases Access for Defense Installations Facility part of STRAINET Facility part of "Randways Serving the Military" Increased Opportunity Provides New or Increased Access Supports Plans for Future Growth ECONOMIC VITALITY TOTAL PROJECT VIABILITY Percent of Additional Funding (sliding scale 0-50) Prior Commitment (project included in the currently adopted LRTP?) | 20.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 |
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PROJECT VIABILITY TOTAL

RECOMMENDED MODIFICATIONS

| Highway Projects Weighting Factors | Weightir |
|---|----------------|
| Criteria and Sub-criteria | Weightin |
| | |
| PROJECT UTILITY | 40.00 |
| Congestion Level: | 40.00 10.00 |
| % Reduction in Existing and Future V/C Ratios (Daily Delay) | |
| Existing Peak Period Congestion/Level of Service | 10.00 |
| Person Throughput | 5.00 |
| Person Hours of Delay | 5.00 |
| Impact to Nearby Roadways | 10.00 |
| System Continuity and Connectivity: | 25.00 |
| Degree of Regional Impact | 15.00 |
| Improves Access to Major Employment and Population Centers | 3.00 |
| Resiliency | 5.00 |
| Addresses a gap | 2.00 |
| Safety and Security: | 15.00 |
| Reduction of EPDO of Fatal and Serious Injury crashes | 5.00 |
| Reduction of EPDO Rate of Fatal and Serious Injury crashes | 5.00 |
| Improvement to Incident Management or Evacuation Routes | 5.00 |
| | N/A |
| Cost Effectiveness (moved to Project Viablity) | N/A |
| Land Use/Future Development Compatibility (moved to Project Viability) | N/A |
| , | |
| Modal Enhancements: | 5.00 |
| Enhances Other Categories | 3.00 |
| Access to Multimodal Choices | 2.00 |
| Improves Vehicular Access (moved to System Continuity and Connectivity) | |
| Fravel Time Reliability: | 15.00 |
| Level of Travel Time Reliablity (LOTTR) | 10.00 |
| Truck Travel Time Reliablity (TTTR) | 5.00 |
| PROJECT UTILITY TOTAL | 100.00 |

| Travel Time and Delay Impacts | 30.00 |
|--|-------|
| Total Reduction in Regional Travel Time | 15.00 |
| Improved Delay (Cost of congestion) | 15.00 |
| | |
| Labor Market Access* | 10.00 |
| Labor Market Access* Increase Travel Time Reliability (move to Project Utility) | 10.00 |

| Addresses the Needs of Basic Sector Industries* | 30.00 |
|--|-----------|
| Increases Access for Port Facilities | 5.00 |
| Improved Access to Truck Zones | 5.00 |
| Increases Access to Tourist Destinations | 10.00 |
| Increases Access for Defense Installations | 6.00 |
| Facility part of STRAHNET or "Roadways Serving the Military" | 4.00/3.00 |

| Increased Opportunity* | 20.00 |
|--|-------|
| Provides New or Increased Access | 5.00 |
| Supports Plans for Future Growth | 5.00 |
| Access to Institutions of Higher Education (includes work force development sites) | 5.00 |
| Urban Development Areas/ Governor's Opportunity Zones | 5.00 |

| Economic Distress Factors* | 10.00 |
|---|--------|
| Provides access to low income areas | 5.00 |
| Provides access to areas with high unemployment | 5.00 |
| ECONOMIC VITALITY TOTAL | 100.00 |

^{*}In terms of Economic Vitality, these measures are dependent on improved congestion and/or travel time

100.00

| PROJECT VIABILITY | |
|---|--------|
| Project Readiness | 50.00 |
| Percent of Additional Funding (sliding scale 0-15) | 15.00 |
| Prior Commitment (project included in the currently adopted LRTP) | 10.00 |
| Project Design | 10.00 |
| Project alignment status (5 pts) | |
| 5) | |
| Environmental Documents Complete | 5.00 |
| Environmental Decisions Obtained | 5.00 |
| ROW Obtained/Utilities Coordinated | 5.00 |
| Additional Environmental Permits Obtained | 5.00 |
| Land Use/Future Development Compatibility | 20.00 |
| Environmental: | 10.00 |
| Environmental MOEs/Basic Environmental Review | 3.00 |
| Acres of Natural and Cultural Resources | 3.00 |
| Project reduces traffic delay at a congested intersection, interchange, or other bottleneck with high percentage of truck traffic | 2.00 |
| Project bottlenect has high percentage of truck traffic | 2.00 |
| Cost Effectiveness (Estimated Cost/(Project Utility + Economic Vitality scores) | 20.00 |
| PROJECT VIABILITY TOTAL | 100.00 |

| Interchange Projects Weighting Factors | Weighting |
|--|-----------------------|
| Criteria and Sub-criteria | |
| PROJECT UTILITY | |
| Congestion Level: | 30.00 |
| Existing Queue Conditions: Number of Approaches with Queues | 10.00 |
| Queue Improvements: Number of Approaches Improved | 10.00 |
| Number of Movements Added or Improved | 10.00 |
| | |
| System Continuity and Connectivity | 25.00 |
| Degree of Regional Impact | 25.00 |
| | |
| Estatu and Security: | 15.00 |
| Safety and Security: | 15.00 8.00 |
| Crash Ratio | 15.00 8.00 7.00 |
| | 8.00 |
| Crash Ratio | 8.00 |
| Crash Ratio Improvement to Incident Management or Evacuation Routes | 8.00 7.00 |
| Crash Ratio Improvement to Incident Management or Evacuation Routes Cost Effectiveness (Cost/VMT) Total Cost (S)/VMT Land Use/Future Development Compatibility | 8.00 7.00 |
| Crash Ratio Improvement to Incident Management or Evacuation Routes Cost Effectiveness (Cost/VMT) Total Cost (S)/VMT | 8.00 7.00 |
| Crosh Ratio Improvement to Incident Management or Evacuation Rautes Cost Effectiveness (Cost/VMT) Total Cost (S)/VMT Land Use/Future Development Compatibility | 8.00 7.00 |
| Crash Ratio Improvement to Incident Management or Evacuation Routes Cost Effectiveness (Cost/VMT) Total Cost (S)/VMT Land Use/Future Development Compatibility Project Compatible with Existing Land Use Patterns and Future Plans/Development | 8.00 7.00 15.00 |

| PROJECT LITHITY TOTAL | 100.00 |
|-----------------------|--------|

| ECONOMIC VITALITY | |
|--------------------------------|-------|
| Total Reduction in Travel Time | 30.00 |
| | |

| Labor Market Access | 20.00 |
|--|-------|
| Increase Travel Time Reliability | 10.00 |
| Increased Access for High Density Employment Areas | 10.00 |
| Addresses the Needs of Basic Sector Industries | 30.00 |
| Increases Access for Port Facilities | 10.00 |
| Increases Access to Tourist Destinations | 10.00 |
| Increases Access for Defense Installations | 6.00 |
| Facility part of STRAHNET | 4.00 |
| Facility part of "Roadways Serving the Military" | 3.00 |
| | |
| Increased Opportunity | 20.00 |
| Provides New or Increased Access | 10.00 |
| Supports Plans for Future Growth | 10.00 |

| ECONOMIC VITALITY TOTAL | 100.00 |
|-------------------------|--------|
| | |

| PROJECT VIABILITY | |
|--|-------|
| Percent of Additional Funding (sliding scale 0-50) | 50.00 |
| Prior Commitment (project included in the currently adopted LRTP?) | 10.00 |
| Percentage of Project Design Complete (sliding scale 1-10) | 10.00 |
| Environmental Documents Complete | 15.00 |
| Environmental Decisions Obtained | 5.00 |
| ROW Obtained/Utilities Coordinated | 5.00 |
| Additional Environmental Permits Obtained | 5.00 |

RECOMMENDED MODIFICATIONS

| Interchange Projects Weighting Factors | Weightin |
|---|----------|
| Criteria and Sub-criteria | |
| | |
| PROJECT UTILITY | |
| Congestion Level: | 40.00 |
| Existing Queue Conditions | 10.00 |
| Queue Improvements | 10.00 |
| Person Throughput | 5.00 |
| Person Hours of Delay | 5.00 |
| Number of Movements Added or Improved | 10.00 |
| System Continuity and Connectivity | 25.00 |
| Degree of Regional Impact | 15.00 |
| Improves Access to Major Employment and Population Centers | 3.00 |
| Resiliency | 5.00 |
| Addresses a gap | 2.00 |
| Safety and Security: | 15.00 |
| | 5.00 |
| Reduction of EPDO of Fatal and Serious Injury crashes | 5.00 |
| Reduction of EPDO Rate of Fatal and Serious Injury crashes | 5.00 |
| Improvement to Incident Management or Evacuation Routes | 5.00 |
| Cost Effectiveness (moved to Project Viablity) | N/A |
| | |
| Land Use/Future Development Compatibility (moved to Project Viability) | N/A |
| | |
| Modal Enhancements: | 5.00 |
| Enhances Other Categories | 3.00 |
| Access to Multimodal Choices | 2.00 |
| Improves Vehicular Access (moved to System Continuity and Connectivity) | |
| Travel Time Reliability: | 15.00 |
| Level of Travel Time Reliability (LOTTR) | 10.00 |
| | 5.00 |
| Truck Travel Time Reliablity (TTTR) | 100.00 |

| ECONOMIC VITALITY | |
|--|-----------|
| Travel Time and Delay Impacts | 30.00 |
| Total Reduction in Regional Travel Time | 15.00 |
| Improved Delay (Cost of congestion) | 15.00 |
| Labor Market Access* | 10.00 |
| Increase Travel Time Reliability (move to Project Utility) | |
| Increased Access for High Density Employment Areas | 10.00 |
| Addresses the Needs of Basic Sector Industries* | 30.00 |
| Increases Access for Port Facilities | 5.00 |
| Improved Access to Truck Zones | 5.00 |
| Increases Access to Tourist Destinations | 10.00 |
| Increases Access for Defense Installations | 6.00 |
| Facility part of STRAHNET or "Roadways Serving the Military" | 4.00/3.00 |
| Increased Opportunity* | 20.00 |
| Provides New or Increased Access | 5.00 |
| Supports Plans for Future Growth | 5.00 |
| Access to Institutions of Higher Education (includes work force development sites) | 5.00 |
| Urban Development Areas/ Governor's Opportunity Zones | 5.00 |
| Economic Distress Factors* | 10.00 |
| Provides access to low income areas | 5.00 |

*In terms of Economic Vitality, these measures are dependent on improved congestion and/or travel time

with cost effectiveness incorporated into Project Viability

| PROJECT VIABILITY | |
|---|--------|
| Project Readiness | 50.00 |
| Percent of Additional Fundin g (sliding scale 0-15) | 15.00 |
| Prior Commitment (project included in the currently adopted LRTP) | 10.00 |
| Project Design | 10.00 |
| Project alignment status (5 pts) | |
| 5) | |
| Environmental Documents Complete | 5.00 |
| Environmental Decisions Obtained | 5.00 |
| ROW Obtained/Utilities Coordinated | 5.00 |
| Additional Environmental Permits Obtained | 5.00 |
| Land Use/Future Development Compatibility | 20.00 |
| Environmental: | 10.00 |
| Environmental MOEs/Basic Environmental Review | 3.00 |
| Acres of Natural and Cultural Resources | 3.00 |
| Project reduces traffic delay at a congested intersection, interchange, or other bottleneck with high percentage of truck traffic | 2.00 |
| Project bottlenect has high percentage of truck traffic | 2.00 |
| Cost Effectiveness (Estimated Cost/(Project Utility + Economic Vitality scores) | 20.00 |
| PROJECT VIABILITY TOTAL | 100.00 |

PROJECT VIABILITY TOTAL 100.00

100.00

Bridge & Tunnel Projects Weighting Factors

| Criteria and Sub-criteria | weighting |
|---|-----------|
| PROJECT UTILITY | |
| Congestion Level: | 30.00 |
| % Reduction in Existing and Future V/C Ratios (Daily Delay) | 10.00 |
| Existing Peak Period Congestion/Level of Service | 10.00 |
| Impact to Nearby Roadways | 10.00 |

| Infrastructure Condition (Bridge Sufficiency, Tunnel Condition, Obsolescence) | 20.00 |
|---|-------|
| Bridges: | |
| Bridge Sufficiency Rating | 20.00 |
| Tunnels: | |
| Age of Tunnel | 6.50 |
| Last Major Repair of Tunnel | 6.75 |
| Costs for Necessary Repairs/Upgrades | 6.75 |

| System Continuity and Connectivity | 10.00 |
|------------------------------------|-------|
| Degree of Regional Impact | |

| Safety and Security: | 10.00 |
|---|-------|
| Crash Ratio | 4.50 |
| Improvement to Incident Management or Evacuation Routes | 3.00 |
| Failure Impact (Impact of Detour to Alternate Crossing) | 2.50 |
| Cost Effectiveness (Cost/VMT) | 15.00 |
| Total Cost (\$)/VMT | |
| | |
| | |
| Land Use/Future Development Compatibility | 10.00 |

| 10.00 |
|-------|
| |
| |
| 5.00 |
| 2.00 |
| 1.50 |
| 1.50 |
| |

| PROJECT UTILITY TOTAL | 100.00 |
|-----------------------|--------|
| | |

| ECONOMIC VITALITY | |
|--------------------------------|-------|
| Total Reduction in Travel Time | 30.00 |
| | |

| Labor Market Access | 20.00 |
|--|-------|
| Increase Travel Time Reliability | 10.00 |
| Increased Access for High Density Employment Areas | 10.00 |
| Addresses the Needs of Basic Sector Industries | 30.00 |
| Increases Access for Port Facilities | 10.00 |
| Increases Access to Tourist Destinations | 10.00 |
| Increases Access for Defense Installations | 6.00 |
| Facility part of STRAHNET | 4.00 |
| Facility part of "Roadways Serving the Military" | 3.00 |
| | |
| Increased Opportunity | 20.00 |
| Provides New or Increased Access | 10.00 |
| Supports Plans for Future Growth | 10.00 |

ECONOMIC VITALITY TOTAL

| PROJECT VIABILITY | | |
|--|--|-------|
| Percent of Additional Funding (sliding scale 0-50) | | 50.00 |
| Prior Commitment (project included in the currently adopted LRTP?) | | 10.00 |
| Percentage of Project Design Complete (sliding scale 1-10) | | 10.00 |
| Environmental Documents Complete | | 15.00 |
| Environmental Decisions Obtained | | 5.00 |
| ROW Obtained/Utilities Coordinated | | 5.00 |
| Additional Environmental Permits Obtained | | 5.00 |

PROJECT VIABILITY TOTAL

DECOMMENDED MODIFICATIONS

| Bridge & Tunnel Projects Weighting Factors | Weightin |
|--|--|
| Criteria and Sub-criteria | |
| PROJECT UTILITY | |
| Congestion Level: | 40.00 |
| % Reduction in Existing and Future V/C Ratios (Daily Delay) | 10.00 |
| Existing Peak Period Congestion/Level of Service | 10.00 |
| Person Throughput | 5.00 |
| Person Hours of Delay | 5.00 |
| Impact to Nearby Roadways | 10.00 |
| Infrastructure Condition | 15.00 |
| Bridges: | |
| Importance Factor | 5.50 4.50 |
| Condition Factor Design Redundancy Factor | 3.00 |
| Structure Capacity | 2.00 |
| Tunnels: | |
| Age of Tunnel | 5.00 |
| Last Major Repair of Tunnel | 5.00 |
| Costs for Necessary Repairs/Upgrades | 5.00 |
| System Continuity and Connectivity | 15.00 |
| Degree of Regional Impact | 5.00 |
| Improves Access to Major Employment and Population Centers | 3.00 |
| Resiliency | 5.00 |
| Addresses a gap | 2.00 |
| Safety and Security: | 10.00 |
| Reduction of EPDO of Fatal and Serious Injury crashes | 2.50 |
| Reduction of EPDO Rate of Fatal and Serious Injury crashes | 2.50 |
| Improvement to Incident Management or Evacuation Routes | 3.00 |
| Failure Impact (Impact of Detour to Alternate Crossing) | 2.00 |
| Cost Effectiveness (moved to Project Viability) | N/A |
| | |
| Land Use/Future Development Compatibility (moved to Project Viability) | N/A |
| | - |
| | |
| Modal Enhancements: Enhances Other Categories | 5.00 2.00 |
| Provides Continuous Maritime Crossing | 1.00 |
| Access to Multimodal Choices | 2.00 |
| Improves Vehicular Access (moved to System Continuity and Connectivity) | |
| Travel Time Reliability: | 15.00 |
| | |
| | |
| Level of Travel Time Reliability (LOTTR) Travel Travel Time Reliability (TTTR) | 10.00 |
| Level of Travel Time Reliability (LOTR) Truck Travel Time Reliability (TTTR) PROJECT UTILITY TOTAL | 10.00 5.00 100.00 |
| Truck Travel Time Reliablity (TTTR) | 5.00 |
| Truck Travel Time Reliablity (TTTR) | 5.00 |
| Truck Travel Time Reliability (TTTR) PROJECT UTILITY TOTAL | 5.00 |
| Trusk Travel Time Reliability (TTTR) PROJECT UTRITY TOTAL ECONOMIC VITALITY | 5.00 100.00 30.00 15.00 |
| Truck Travel Time Reliability (TTTR) PROJECT UTILITY TOTAL ECONOMIC VITALITY Travel Time and Delay Impacts | 5.00 100.00 |
| Truck Travel Time Reliability (TTTR) PROJECT UTILITY TOTAL ECONOMIC VITALITY Travel Time and Delay Impacts Total Reduction in Regional Travel Time Improved Delay (Cost of Congestion) Labor Market Access* | 5.00 100.00 30.00 15.00 |
| Truck Trovel Time Reliability (TTTR) PROJECT UTILITY TOTAL ECONOMIC VITALITY Travel Time and Delay impacts Total Reduction Regional Travel Time improved Delay (Cost of congestion) Labor Market Access? —increases: Fewel-Time Reliability-(move to Project Utility) | 30.00 30.00 15.00 15.00 |
| Truck Travel Time Reliability (TTTR) PROJECT UTILITY TOTAL ECONOMIC VITALITY Travel Time and Delay Impacts Total Reduction in Regional Travel Time Improved Deby (Cost of Congestion) Labor Market Access* | 30.00 15.00 15.00 |
| Truck Trovel Time Reliability (TTIR) PROJECT UTLITY TOTAL ECONOMIC VITALITY Travel Time and Delay impacts Total Reduction in Regional Trovel Time Improved Delay (Cost of congestion) Labor Market Access* Labor Market Access* | 30.00 15.00 15.00 |
| Truck Trovel Time Reliability (TTR) PROJECT UTLITY TOTAL ECONOMIC VITALITY Travel Time and Delay Impacts Total Reduction In Regional Travel Time Improved Delay (Cost of Congestion) Labor Market Access* —Increases Travel Time Reliability—(move to Project Utility) Increases Travel Time Reliability—(move to Project Utility) | 30.00 100.00 30.00 12.00 10.00 30.00 5.00 |
| Truck Trovel Time Reliability (TTR) PROJECT UTRITY TOTAL ECONOMIC VITALITY Travel Time and Delay impacts Total Reduction in Regional Travel Time Improved Delay (Cost of congestion) Labor Market Access* Increased Access Travel Time Reliability—(move to Project Utility) Increased Access Travel Time Reliability—(move to Project Utility) Increased Access Travel Time Reliability—(move to Project Utility) Increased Access Travel Travel Reliability—(move to Project Utility) Increased Access Travel Travel Reliability—(move to Project Utility) Increased Access To Travel Reliability—(move to Project Utility) Increased Access To Travel Reliability—(move to Project Utility) Improved Access to Travel Reliability—(move to Project Utility) Improved Access to Travel Reliability—(move to Project Utility) | 30.00 10.00 30.00 15.00 10.00 30.00 5.00 5.00 |
| Truck Trove Time Reliability (TTR) PROJECT UTLITY TOTAL ECONOMIC VITALITY Travel Time and Delay impacts Total Reduction In Regional Travel Time Improved Delay (Cost of Congestion) Labor Market Access* —Increases Travel Time Reliability—(move to Project Utility) Increases Access for Port Folialities Improved Access to Truck Zones Increases Access to Tourist Destinations | 30.00 10.00 30.00 15.00 15.00 30.00 5.00 5.00 |
| Trust Trowel Time Reliability (TTTR) PROJECT UTRITY TOTAL ECONOMIC VITALITY Travel Time and Delay impacts Total Reduction in Regional Travel Time improved Delay (Cost of congestion) Labor Market Access* -increased Access for High Density Employment Areas Addresses the Needs of Basic Sector Industries* Increased Access for High Density Employment Areas Addresses the Needs of Basic Sector Industries* Increases Access for Turk Zones Increases Access for Development Destinations Increases Access for Development Destinations Increases Access for Defense Institutions | 30.00 10.00 30.00 15.00 10.00 30.00 5.00 5.00 10.00 6.00 |
| Truck Trove Time Reliability (TTR) PROJECT UTLITY TOTAL ECONOMIC VITALITY Travel Time and Delay impacts Total Reduction In Regional Travel Time Improved Delay (Cost of Congestion) Labor Market Access* —Increases Travel Time Reliability—(move to Project Utility) Increases Access for Port Folialities Improved Access to Truck Zones Increases Access to Tourist Destinations | 30.00 10.00 30.00 15.00 15.00 30.00 5.00 5.00 |
| Truck Trovel Time Reliability (TTR) PROJECT UTILITY TOTAL ECONOMIC VITALITY Travel Time and Delay impacts Total Reduction in Regional Travel Time improved Delay (Cost of Congestion) Labor Market Access ** —Increases Avovel Time Reliability-(move to Project Utility) Increased Access for High Density Employment Arross Addresses the Needs of Basic Sector Industries* Increases Access for Port Facilities Improved Access to Truck Zones Increases Access for Total Destinations Increases Access for Delay Estimations Increases Access for Delay Estimations Increases Access for Delay Estimations Increased Opportunity* | 30.00 100.00 15.00 15.00 10.00 30.00 5.00 5.00 6.00 4.00/3.00 |
| Truck Trowel Time Reliability (TTR) PROJECT UTRITY TOTAL ECONOMIC VITALITY Travel Time and Delay impacts Total Reduction in Regional Travel Time Improved Delay (Cast of congestion) Labor Market Access* —Increases Two Improved Truck (Truck) Increased Access for High Density Employment Areas Addresses the Needs of Basic Sector Industries* Increases Access for Delay Fracilities Improved Access for Truck Zone Increases Access for Delay Entoliations Increased Access for Delay Entoliations Increased Access for Delay Entoliations Increased Opportunity* Increased Opportunity* Increased Opportunity* Increased Opportunity* | 30.00 10.00 15.00 15.00 10.00 30.00 5.00 10.00 4.00/3.00 |
| Truck Trovel Time Reliability (TTR) PROJECT UTILITY TOTAL ECONOMIC VITALITY Travel Time and Delay impacts Total Reduction in Regional Trovel Time improved Delay (Cost of Congestion) Labor Market Access ** —Increase Trovel Time Reliability-(move to Project Utility) Increased Access for High Density Employment Arress Addresses the Needs of Basic Sector Industries* Increases Access for Port Facilities Improved Access to Truck Zones Increases Access for Total Destinations Increases Access for Delay Entitletions Increased Costs of Total College Interval Travel Travel Travel Travel Increased Opportunity* Provides New or Increased Access Supports Plans (For Future Growth | 30.00 100.00 30.00 15.00 10.00 30.00 5.00 5.00 6.00 4.00/3.00 20.00 5.00 5.00 |
| Truck Trowl Time Reliability (TTR) PROJECT UTRITY TOTAL ECONOMIC VITALITY Travel Time and Delay Impacts Total Reduction in Regional Travel Time Improved Delay (Cost of congestion) Labor Market Access' Increased Forest Fime Reliability—(move to Project Utility) Increased Access for High Density Employment Areas Addresses the Needs of Basic Sector Industries* Increased Access for Fore Tracilities Improved Access for Total College Increases Access for Port Proclities Increases Access for Delay Emblodions Facility part of \$TRAHNET or "Roudways Serving the Military" Increased Opportunity* Provides New or Increased Access Supports Plans for Future Growth Access to Institutions of Higher Education (Includes work force development sites) | 30.00 10.00 15.00 15.00 10.00 30.00 5.00 10.00 4.00/3.00 |
| Truck Trove Time Reliability (TTR) PROJECT UTRITY TOTAL ECONOMIC VITALITY Travel Time and Delay Impacts Total Reduction In Regional Travel Time Improved Delay (Cost of congestion) Llabor Market Access* | 30.00 100.00 30.00 15.00 10.00 1 |
| Truck Trovel Time Reliability (TTR) PROJECT UTRITY TOTAL ECONOMIC VITALITY Travel Time and Delay impacts Trotal Reduction in Regional Travel Time Improved Delay (Cost of congestion) Labor Market Access* Increases Access for High Dennity Employment Arrass Addresses the Reeds of Basic Sector Industries* Increases Access for Fish Dennity Employment Arrass Addresses the Needs of Basic Sector Industries* Increases Access for Port Foolities Improved Access to Truck Zones Increases Access to Tourist Destinations Increases Access for Delay Bestinations Increases Access for Delay Bestinations Increased Opportunity* Provides New or Increased Access Supports Plans for Future Growth Access to Institutions of Higher Education (includes work force development sites) Lython Development Array Governor's Opportunity Zones Economic Distress Factors* | 30.00 100.00 30.00 15.00 10.00 30.00 5.00 5.00 6.00 4.00/3.00 5.00 5.00 5.00 5.00 5.00 5.00 5.00 5.00 5.00 5.00 5.00 5.00 5.00 6.00 |
| Truck Trove Time Reliability (TTR) PROJECT UTRITY TOTAL ECONOMIC VITALITY Travel Time and Delay Impacts Total Reduction In Regional Travel Time Improved Delay (Cost of congestion) Llabor Market Access* | 30.00 100.00 30.00 15.00 10.00 1 |

| PROJECT VIABILITY | |
|--|--------|
| Parlant Bandlana | 50.00 |
| Project Readiness Percent of Additional Funding (silding scale 0-15) | 15.00 |
| Prior Commitment (project included in the currently adopted LRTP) | 10.00 |
| Project Design | 10.00 |
| Project alignment status (5 pts) | 20.00 |
| 5) | |
| Environmental Documents Complete | 5.00 |
| Environmental Decisions Obtained | 5.00 |
| ROW Obtained/Utilities Coordinated | 5.00 |
| Additional Environmental Permits Obtained | 5.00 |
| and Use/Future Development Compatibility | 20.00 |
| nvironmental: | 10.00 |
| Environmental MOEs/Basic Environmental Review | 3.00 |
| Acres of Natural and Cultural Resources | 3.00 |
| Project reduces traffic delay at a congested intersection, interchange, or other bottleneck with high percentage of truck traffic- | 2.00 |
| Project bottlenect has high percentage of truck traffic | 2.00 |
| ost Effectiveness (Estimated Cost/(Project Utility + Economic Vitality scores) | 20.00 |
| PROJECT VIABILITY TOTAL | 100.00 |

| Intermodal Weighting Factors | Weighting |
|---|-----------|
| Criteria and Sub-criteria | |
| PROJECT UTILITY | |
| Better Accommodates Intermodal Movements | 30.00 |
| Degree of Conflict for Intermodal Movements | |
| Improves Rail/Vehicular Access | 30.00 |
| Improves Access to Freight Distribution Facilities, Ports, Major Industrial Clients, or Major Employment and Population Centers | |
| | |
| | |
| | |
| | |
| | |
| Cost Effectiveness (Cost/VMT) | 25.00 |
| Total Cost (\$)/VMT | |
| | |
| Enhances Other Categories | 15.00 |

| PROJECT UTILITY TOTAL | 100.00 |
|-----------------------|--------|
|-----------------------|--------|

| ECONOMIC VITALITY | |
|---|-------|
| Total Reduction in Travel Time | 20.00 |
| Total Reduction in Regional Travel Time | |

| Labor Market Access | 35.00 |
|--|-------|
| Increase Travel Time Reliability | 15.00 |
| Impact on Truck Movement | 15.00 |
| Increased Access for High Density Employment Areas | 5.00 |

| Addresses the Needs of Basic Sector Industries | 15.00 |
|--|-------|
| Increases Access for Port Facilities | 5.00 |
| Improves Flow of Rail | 5.00 |
| Increases Access to Air | 5.00 |

| Increased Opportunity | 30.00 |
|----------------------------------|--------|
| Provides New or Increased Access | 20.00 |
| Supports Plans for Future Growth | 10.00 |
| | |
| ECONOMIC VITALITY TOTAL | 100.00 |

| PROJECT VIABILITY | |
|--|-------|
| Percent of Additional Funding (sliding scale 0-50) | 50.00 |
| Prior Commitment (project included in the currently adopted LRTP?) | 10.00 |
| Percentage of Project Design Complete (sliding scale 1-10) | 10.00 |
| Environmental Documents Complete | 15.00 |
| Environmental Decisions Obtained | 5.00 |
| ROW Obtained/Utilities Coordinated | 5.00 |
| Additional Environmental Permits Obtained | 5.00 |

PROJECT VIABILITY TOTAL 100.00

RECOMMENDED MODIFICATIONS

| Intermodal Weighting Factors | Weighting |
|--|---------------|
| Criteria and Sub-criteria | |
| PROJECT UTILITY | |
| Better Accommodates Intermodal Movements | 30.00 |
| Degree of Conflict for Intermodal Movements | |
| mproves Rail or Vehicular Access | 30.00 |
| Improves Access to Airports, Seaports, Major Employment and Population Centers, or Rail Stations/Terminals | |
| system Continuity and Connectivity: | 15.00 |
| Degree of Regional Impact | 10.00 |
| Resiliency | 3.00 |
| Address a Gap | 2.00 |
| Cost Effectiveness (moved to Project Viability) | N/A |
| Vlodal Enhancements | 10.00 |
| Enhances Other Categories | 6.00 |
| Access to Multimodal Choices | 4.00 |
| a let a P.10. | 45.00 |
| Fravel Time Reliability: | 15.00 5.00 |
| Level of Travel Time Reliablity (LOTTR) Truck Travel Time Reliablity (TTTR) | 10.00 |
| PROJECT UTILITY TOTAL | 100.00 |
| | |
| ECONOMIC VITALITY | |
| ravel Time and Delay Impacts | 30.00 |
| Total Reduction in Regional Travel Time | 15.00 |
| Improved Delay (Cost of congestion) | 15.00 |
| abor Market Access* | 20.00 |
| Increase Travel Time Reliability (move to Project Utility) | |
| Impact on Truck Movement | 15.00 |
| Increased Access for High Density Employment Areas | 5.00 |
| mproves Interaction Between Modes of Travel (Basic Sector) (20 Points)* | 20.00 |
| Increases Access for Port Facilities | 5.00 |
| Improves Flow of Rail | 5.00 |
| Increases Access to Air/Sea Ports | 5.00 |
| Improves Access to Truck Zones | 5.00 |
| ncreased Opportunity* | 30.00 |
| | |
| Provides New or Increased Access | 15.00 |

*In terms of Economic Vitality, these measures are dependent on improved congestion and/or travel time

with cost effectiveness incorporated into Project Viability

ECONOMIC VITALITY TOTAL

Urban Development Areas/ Governor's Opportunity Zones

| PROJECT VIABILITY | |
|---|--------|
| Project Readiness | 50.00 |
| Percent of Additional Funding (sliding scale 0-15) | 15.00 |
| Prior Commitment (project included in the currently adopted LRTP) | 10.00 |
| Project Design | 10.00 |
| Project alignment status (5 pts) | |
| Percentage of Project Design Complete (sliding scale 1-5) | |
| Environmental Documents Complete | 5.00 |
| Environmental Decisions Obtained | 5.00 |
| ROW Obtained/Utilities Coordinated | 5.00 |
| Additional Environmental Permits Obtained | 5.00 |
| Land Use/Future Development Compatibility | 20.00 |
| Environmental: | 10.00 |
| Environmental MOEs/Basic Environmental Review | 3.00 |
| Acres of Natural and Cultural Resources | 4.00 |
| Project reduces traffic delay at a congested intersection, interchange, or other bottleneck with high percentage of truck traffic | 3.00 |
| Cost Effectiveness (Estimated Cost/(Project Utility + Economic Vitality scores) | 20.00 |
| PROJECT VIABILITY TOTAL | 100.00 |

| Transit Projects Weighting Factors | |
|--|----------|
| Criteria and Sub-criteria | Weightin |
| Criteria and Sub-Criteria | |
| PROJECT UTILITY | |
| | |
| | |
| Existing Usage and/or Prospective Ridership, Coverage Area/ Population Served | 20.00 |
| System Continuity and Connectivity: | 20.00 |
| Regional Significance | 9.00 |
| Improves access to employment and population centers | 11.00 |
| | |
| User Benefit (Annual Travel Time Savings per Rider) | 15.00 |
| Annual Travel Time Savings per Rider | 10.00 |
| Is the project new? | 5.00 |
| | |
| | |
| | |
| and Use/Future Development Compatibility | 15.00 |
| Project Compatible with Existing Land Use Patterns and Future Plans/Development | |
| | 15.00 |
| Cost Effectiveness Annualized Capital Costs + Annualized Operating Costs)/Annual Riders | 15.00 |
| Annualiza capital costs - Annualiza operating costs)/ unital maters | |
| Air Quality/Emissions Reduction (Tons of emissions (HC and NOx) reduced per year) | 10.00 |
| Enhances Other Categories | 5.00 |
| cinidites Outer Categories | 3.00 |
| PROJECT UTILITY TOTAL | 100.00 |
| THOSE THE THORE | 10000 |
| ECONOMIC VITALITY | |
| abor Market Access | 45.00 |
| Increases Access for Major Employment Centers | 20.00 |
| Increases Travel Time Reliability | 10.00 |
| Increases Frequency of Service | 10.00 |
| Provides Access to Institutions of Higher Education | 5.00 |
| Addresses the Needs of Basic Sector Industries | 20.00 |
| Provides or Improves Access for Defense Installations | 10.00 |
| Provides/Improves Access for Tourist Destinations | 10.00 |
| ncreased Opportunity - Provides New Access to the Network | 20.00 |
| Provides New Access to the Network | 5.00 |
| Supported by Plans for Increased Density and Economic Activity | 15.00 |
| | |
| | |
| Economic Distress Factors | 15.00 |

| Economic Distress Factors | 15.00 |
|---|--------|
| Provides Access to Areas with High Unemployment | 5.00 |
| Provides Access to Low Income Areas | 10.00 |
| ECONOMIC VITALITY TOTAL | 100.00 |

| PROJECT VIABILITY | |
|-------------------|--|
| 50.00 | |
| 10.00 | |
| 10.00 | |
| 15.00 | |
| 5.00 | |
| 5.00 | |
| 5.00 | |
| | |

| PROJECT VIABILITY TOTAL | 100.00 |
|-------------------------|--------|

RECOMMENDED MODIFICATIONS

| Transit Projects Weighting Factors | Weightin |
|--|----------|
| Criteria and Sub-criteria | |
| PROJECT UTILITY | |
| Congestion (Percent of trips removed from roadways) | 10.00 |
| Percent of trips removed from highways | |
| Existing Usage and/or Prospective Ridership, Coverage Area/ Population Served | 20.00 |
| System Continuity and Connectivity: | 25.00 |
| Regional Significance | 9.00 |
| Improves access to major employment and population centers | 9.00 |
| Resiliency | 5.00 |
| Addresses a gap | 2.00 |
| Jser Benefit | 35.00 |
| Annual Travel Time Savings per Rider | 10.00 |
| Is the project new? | 5.00 |
| Operating Efficiency | 5.00 |
| Travel Time Reliability | 5.00 |
| Accessibility (including ADA) and/or Customer Experience | 5.00 |
| Safety and Security | 5.00 |
| and Use/Future Development Compatibility (moved to Project Viability) | N/A |
| Project Compatible with Existing Land Use Patterns and Future Plans/Development | |
| Cost Effectiveness (moved to Project Viablity) | N/A |
| Annualized Capital Costs + Annualized Operating Costs)/Annual Riders | |
| Air Quality/Emissions Reduction (moved to Project Viability) | N/A |
| Modal Enhancements | 10.00 |
| Enhances Other Categories | 6.00 |
| Access to Multimodal Choices | 4.00 |
| PROJECT UTILITY TOTAL | 100.00 |

| ECONOMIC VITALITY | |
|--|-------|
| Labor Market Access* | 30.00 |
| Increases Access for Major Employment Centers | 20.00 |
| Increases Travel Time Reliability (move to Project Utility) | |
| Increases Frequency of Service | 10.00 |
| Provides Access to Institutions of Higher Education (moved to Increased Opportunity below) | |

| Addresses the Needs of Basic Sector Industries* | 20.00 |
|---|-------|
| Provides or Improves Access for Defense Installations | 10.00 |
| Provides/Improves Access for Tourist Destinations | 10.00 |

| Increased Opportunity - Provides New Access to the Network* | 30.00 |
|--|-------|
| Provides New Access to the Network | 5.00 |
| Supported by Plans for Increased Density and Economic Activity | 15.00 |
| Access to Institutions of Higher Education (includes work force development sites) | 5.00 |
| Urban Development Areas/ Governor's Opportunity Zones | 5.00 |

| Economic Distress Factors* | 20.00 |
|---|--------|
| Provides Access to Areas with High Unemployment | 10.00 |
| Provides Access to Low Income Areas | 10.00 |
| ECONOMIC VITALITY TOTAL | 100.00 |

*In terms of Economic Vitality, these measures are dependent on improved congestion and/or travel time

with cost effectiveness incorporated into Project Viability

| PROJECT VIABILITY | |
|---|--------|
| Project Readiness | 50.00 |
| Percent of Additional Funding (sliding scale 0-15) | 15.00 |
| Prior Commitment (project included in the currently adopted LRTP) | 10.00 |
| Project Design | 10.00 |
| Project alignment status (5 pts) 5) | |
| Environmental Documents Complete | 5.00 |
| Environmental Decisions Obtained | 5.00 |
| ROW Obtained/Utilities Coordinated | 5.00 |
| Additional Environmental Permits Obtained | 5.00 |
| Land Use/Future Development Compatibility | 20.00 |
| Environmental: | 10.00 |
| Environmental MOEs/Basic Environmental Review | 3.00 |
| Acres of Natural and Cultural Resources | 4.00 |
| Air Quality/Emissions Reduction (Tons of emissions (HC and NOx) reduced per year) | 3.00 |
| Cost Effectiveness (Estimated Cost/(Project Utility + Economic Vitality scores) | 20.00 |
| PROJECT VIABILITY TOTAL | 100.00 |

| Active Transportation | Weighting |
|---------------------------|-----------|
| Criteria and Sub-criteria | |

PROJECT UTILITY

| System Continuity and Connectivity | |
|---|-------|
| Access to Transit, Local, or Regional Destinations | 11.00 |
| Connections to Existing Bicycle/Pedestrian Facilities | 8.00 |
| Elimination of Barriers to Major Destinations | 7.00 |
| Regional Significance | 4.00 |

| ı | Safety | 30.00 |
|---|--------------------|-------|
| | Crash History | 15.00 |
| L | Safety Improvement | 15.00 |

| Cost Effectiveness | 20.00 |
|---|-------|
| Cost/Population Served in 1.5 Mile Radius | |
| | |
| Enhances Other Categories | 10.00 |

| Land Use/Future Development Compatibility | 10.00 |
|---|--------|
| PROJECT UTILITY TOTAL | 100.00 |

PROJECT VIABILITY Percent of Additional Funding (sliding scale 0-50) Prior Commitment (project included in the currently adopted LRTP?) Percentage of Project Design Complete (sliding scale 1-10) Environmental Documents Complete Environmental Decisions Obtained ROW Obtained/Utilities Coordinated Additional Environmental Permits Obtained 5.00 Additional Environmental Permits Obtained

PROJECT VIABILITY TOTAL 100.00

RECOMMENDED MODIFICATIONS

| Active Transportation | Weighting |
|--|---------------------------------------|
| Criteria and Sub-criteria | |
| PROJECT UTILITY | |
| Existing Usage and/or User Demand | 20.00 |
| | • |
| System Continuity and Connectivity | 30.00 |
| Access to Transit or Local/Regional Destinations Activity Centers | 10.00 |
| Connections to Existing Bicycle/Pedestrian Facilities | 5.00 |
| Elimination of Barriers to Major Destinations/Addresses a Gap | 5.00 |
| Regional Significance | 5.00 |
| Resiliency | 5.00 |
| Safety | 30.00 |
| Crash History | 15.00 |
| Safety Improvement | 15.00 |
| Level of Separation/ Network Quality | 10.00 |
| Associated with Safe Routes to School | 5.00 |
| Cost Effectiveness (moved to Project Viablity) | N/A |
| Control Contro | i i i i i i i i i i i i i i i i i i i |
| Modal Enhancements | 20.00 |
| | 10.00 |
| Enhances Other Categories | |
| Access to Multimodal Choices (SMART SCALE) | 4.00 6.00 |
| First Mile/ Last Mile | 6.00 |
| Land Use/Future Development Compatibility (moved to Project Viability) | N/A |
| | |

| Labor Market Access* | 20.00 |
|--|--------|
| Increases Access for Major Employment Centers | |
| Addresses the Needs of Basic Sector Industries* | 20.00 |
| Provides or Improves Access for Defense Installations | 10.00 |
| Provides/Improves Access for Tourist Destinations | 10.00 |
| Increased Opportunity - Provides New Access to the Network* | 40.00 |
| Provides New Access to the Network | 10.00 |
| Supports Plans for Future Growth | 10.00 |
| Access to Institutions of Higher Education (includes work force development sites) | 10.00 |
| Urban Development Areas/ Governor's Opportunity Zones | 10.00 |
| Economic Distress Factors* | 20.00 |
| Provides Access to Areas with High Unemployment | 10.00 |
| Provides Access to Low Income Areas | 10.00 |
| ECONOMIC VITALITY TOTAL | 100.00 |

^{*}In terms of Economic Vitality, these measures are dependent on improved congestion and/or travel time

with cost effectiveness incorporated into Project Viability

PROJECT UTILITY TOTAL

| PROJECT VIABILITY | |
|---|-----------------|
| Project Readiness | 50.00 |
| Percent of Additional Funding (sliding scale 0-15) | 15.00 |
| Prior Commitment (project included in the currently adopted LRTP) | 10.00 |
| Project Design | 10.00 |
| Project alignment status (5 pts) | |
| Percentage of Project Design Complete (sliding scale 1-5) | |
| Environmental Documents Complete | 5.00 |
| Environmental Decisions Obtained | 5.00 |
| ROW Obtained/Utilities Coordinated | 5.00 |
| Additional Environmental Permits Obtained | 5.00 |
| Land Use/Future Development Compatibility | 20.00 |
| Environmental: | 10.00 |
| Acres of Natural and Cultural Resources (measures access to as a positive impact) | 6.00 |
| Air Quality/Emissions Reduction (Tons of emissions (HC and NOx) reduced per year) | 4.00 |
| Cost Effectiveness (Estimated Cost/(Project Utility + Economic Vitality scores) | 20.00 |
| PROJECT VIABILITY TOTAL | 100.00 |

100.00