

2020-2050 Metropolitan Transportation Plan Project Evaluation Process & Criteria

Evaluation criteria have been developed to ensure consistency between 2020-2050 Metropolitan Transportation Plan (MTP) recommendations and the goals and objectives of the MTP. These criteria, developed based on the adopted goals and objectives, will be applied to each candidate transportation project considered for inclusion in the MTP. By applying these criteria, each project can be evaluated based on its ability to help the region meet its adopted goals, objectives and targets. It will also be a tool in prioritizing projects in the fiscally constrained MTP.

How the Evaluation Criteria Will be Used

The projects will be categorized by project type and each project will be evaluated against only projects of the same project type. Data for each criteria (beginning on Page 2) will be generated for each candidate transportation project. Quantitative criteria will be compared against the distribution of values among other like project types to help gauge how a project compares to similar projects. Additionally, each project will have statements about qualitative criteria that will be taken into consideration in assigning the score for the goal. These will be used by MORPC team members to objectively assign a score between 0 and 20 to the project for each goal. Each project will receive six scores, one score for each goal.

Use of the Score

The overall score (represented as the percentage of total points available) and ranking (among similar projects), as well as each individual goal sub-score and ranking (among similar projects), will be reported for each project. The results will then be used to assist in the creation of an initial list of projects to be included in the first draft of the Metropolitan Transportation Plan.

Final Steps to Determine Projects to Include in the Transportation Plan

An important consideration in what can be included in the Metropolitan Transportation Plan is the amount of funding forecasted to be available to the region through the 2050 horizon year of the plan. Thus, the projects included are tied to the available funding.

The evaluation score resulting from this process is just one piece of information used to determine the projects to be included in the MTP. The projects to be included in the MTP will be shaped by member and public input.

This fall, the initial list of projects proposed to be included will be shared with our members and the general public for comments and input. Based on the input and any updates to the forecast of available funding, the list of projects to be included in the MTP will be updated for the final draft Metropolitan Transportation Plan in early 2020. This will then undergo a final round of member and public input before final adoption in spring 2020.

The adopted goals that these project criteria are designed around are listed below. The objectives and specific evaluation criteria are then organized by project type and goal (identified by icon).

Adopted Goals of the Metropolitan Transportation Plan

Through Transportation:



Reduce per capita **energy** consumption and promote **alternative fuel** resources to increase affordability and resilience of regional energy supplies



Protect **natural resources** and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community



Position Central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally



Create **sustainable neighborhoods** to improve residents' quality of life




Increase **regional collaboration** and employ innovative transportation solutions to maximize the return on public expenditures




Use public investments to benefit the **health, safety, and welfare** of people

Specific Project Evaluation Criteria by Project Type

Freeway projects, including interchange modifications and new interchanges will be evaluated using the following criteria:

 <p>Objectives:</p> <ul style="list-style-type: none"> • Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking • Reduce vehicle miles traveled (VMT) per capita • Increase the percentage of vehicles using alternative fuels • Increase the number of alternative fuel stations 	
Project Evaluation Criteria	Explanation
Reduction in regional VMT	The change in regional VMT will be an estimate calculated by the travel demand model. Projects with a greater reduction in VMT will score higher.
Qualitative assessment as to the potential of the project to reduce SOV use and/or increase transit, bicycling or walking. This should be extraordinary aspects of the project. Most projects may not have a qualitative statement.	
Qualitative assessment as to the potential of the project to support alternative fuel vehicles and infrastructure. This should be extraordinary components. Most projects may not have a qualitative statement.	

 <p>Objectives:</p> <ul style="list-style-type: none"> • Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant • Decrease the locations of freeway and expressway facilities that are at risk for flooding 	
Project Evaluation Criteria	Explanation
Reduction in PM 2.5 Reduction in VOC Reduction in NOx	The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to poor air quality. The change in the regional emissions as a result of the project will be estimated and reported in kilograms per day. Projects with a greater reduction will score higher.
Qualitative assessment of project's impact on known flooding problems. Most projects may not have a qualitative statement.	


Objectives:

- Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit
- Minimize the percentage of total vehicle miles traveled under congested conditions
- Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time

<i>Project Evaluation Criteria</i>	<i>Explanation</i>
Reduction in congested VMT in project corridor in 2050	The ability of the project to improve travel within a corridor by redistributing travel in the corridor so one or more congested components of the transportation system are relieved-measured by the percentage reduction in VMT within 1 mile of the project that experiences Level of Service E or worse. Projects with a greater reduction will score higher.
Average peak travel delay reduction per project user for year 2050	Measured as the average travel time reduction per person for a complete trip using the facility during peak periods (including AM and PM peak hours) as a result of the project. Projects with a greater reduction will score higher.
Existing uncertainty index within 1 mile of project	Travel time uncertainty is a significant issue for business. Using existing travel time data, the existing travel time uncertainty index will be calculated for the area within a mile of the project. Projects in areas with greater travel time uncertainty index will score higher.
Existing (2018) job density within 1 mile of project (non-retail jobs)	Non-retail jobs are an indicator of economic activity. Projects that serve existing high job density areas will score higher.
Forecasted (2050) job density within 1 mile of project (non-retail jobs)	Non-retail jobs are an indicator of economic activity. Projects that serve forecasted high job density areas will score higher.
Qualitative statement as to the relationship of project to key development and/or redevelopment sites, and freight areas. Not all projects will have a qualitative statement.	


Objectives:

- Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements
- Increase the amount of bicycle and pedestrian infrastructure
- Target infrastructure development to serve a higher number of people and jobs
- Increase the number of bike/pedestrian miles traveled on Central Ohio Greenways trails annually.

<i>Project Evaluation Criteria</i>	<i>Explanation</i>
Average origin and destination density of the users of the project in 2018	The average density (population + jobs) of the project user's origins and destinations will be estimated based on 2018 conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. Projects that serve travel from more dense areas will score higher.
Average origin and destination density of the users of the project in 2050	The average density (population + jobs) of the project user's origins and destinations will be estimated based on 2050 forecasted conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. Projects that serve travel from more dense areas will score higher.
Average change in origin and destination density of the users of the project between 2018 and 2050	This will be the change in the lower density end of the trip and the higher density end of the trip as found in the above to criteria measures. Projects that serve travel from areas becoming denser will score higher.
Qualitative statement as to whether the project is along an existing transit route or otherwise enhances transit service. The information will be simply yes or no with regard to if an existing transit route uses the project facilities. An additional statement may also be provided if there are other extraordinary aspects of the project that will enhance transit service.	

Objectives:


- Increase the percentage of funding from non-public sources on transportation projects on functionally classified principal arterials and above
- Increase the number of projects utilizing innovative initiatives on functionally classified principal arterial and above
- Increase the percentage of functionally classified minor arterials and above facilities employing coordinated Intelligent Transportation System (ITS) technologies, and increase the percentage of all facilities that incorporate digital infrastructure
- Increase the number of transit vehicles and facilities with surveillance capabilities and increase the miles of functionally classified Principal Arterials and above with video surveillance
- Encourage and support MORPC member communities to adopt Smart Streets policies or policies that contain those elements


Project Evaluation Criteria	Explanation
Amount of new development within 1 mile of the project	This measures the change in households and change in jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.
Percent of new development within 1 mile of the project	This measures the percent change in households and percent jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.
Number of jurisdictions that contribute 75% of the project users in 2050	This measures the extent to which the project serves multiple jurisdictions. The jurisdictional origins and destinations of the project users will be estimated. Then, starting with the jurisdiction contributing the most users, the jurisdictions will be ranked. The measure will then be how many different jurisdictions contribute 75% of the users. Projects that serve more jurisdictions will score higher.
Listing of the plan(s)/study(ies) in which the project appears	This measure provides background on the origin of the project. It is a listing of all community or regional plans or studies that has included the project as recommended or needed. This also includes whether or not the project addresses a congestion problem identified by the MORPC congestion management process or whether the project resulted from MORPC's technical Assistance Program or other technical study.
Qualitative statement on mechanisms in place in the project area to enable non-public participation. Most projects may not have a qualitative statement.	
Qualitative statement of any innovative project delivery or construction techniques that may be used. Most projects may not have a qualitative statement.	
Qualitative assessment to determine if the project will increase ITS technologies on Minor Arterials and above or digital infrastructure coverage.	
Qualitative assessment to determine if the project will increase use of video surveillance on transit facilities and Principal Arterials and above. Most projects may not have a qualitative statement.	


Objectives:


- Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time
- Maintain infrastructure in a state of good repair by minimizing the percentage of bridges and pavements in poor condition and maintaining transit fleet of useful life
- Reduce the number of fatalities and serious injuries from crashes

Project Evaluation Criteria	Explanation
Ratio of EJ population users of the project to the regional average for each EJ population	To what extent does the project serve Environmental Justice (EJ) target populations? Of the users of the project, what is the minority percentage, what is the poverty percentage, what is the elder percentage, and what is the transportation handicapped percentage? The ratio of each of these relative to the regional average of each will be calculated.
Crashes	Composite ranking as compared to similar project types consistent with the methodology used for MORPC's high crash location list among similar projects. The composite ranking takes into account: <ul style="list-style-type: none"> - Existing total crash frequency - Existing total crash rate - Existing ratio of fatal and serious injuries to total crashes - Existing pedestrian/bike crash frequency Projects on facilities with crash problems will score higher.
Bridge Rating	The existing physical condition of the transportation system, which would be expected to be improved by the project. This is a measure of the worst existing bridge rating that would be improved as part of the project. Projects on facilities with lower bridge rating will score higher.
Pavement Condition Rating (PCR)	The existing physical condition of the transportation system, which would be expected to be improved by the project. This is a measure of the average PCR of the existing roadway that would be improved as part of the project. Projects on facilities with lower PCR rating will score higher.
Qualitative statement as to any potential negative impacts to EJ populations. This would include any extraordinary impact that may be as a result of the project. Most projects may not have a qualitative statement.	
Qualitative assessment as to any extraordinary improvements to safety. Most projects may not have a qualitative statement.	
Qualitative assessment of the project's potential to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project. Most projects may not have a qualitative statement.	

Non-freeway roadway projects will be evaluated using the following criteria:

 <p>Objectives:</p> <ul style="list-style-type: none"> • Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking • Reduce vehicle miles traveled (VMT) per capita • Increase the percentage of vehicles using alternative fuels • Increase the number of alternative fuel stations 	
Project Evaluation Criteria	Explanation
Reduction in regional VMT	The change in regional VMT will be an estimate calculated by the travel demand model. Projects with a greater reduction in VMT will score higher.
Qualitative assessment as to the potential of the project to reduce SOV use and/or increase transit, bicycling or walking. This should be extraordinary aspects of the project. Most projects may not have a qualitative statement.	
Qualitative assessment as to the potential of the project to support alternative fuel vehicles and infrastructure. This should be extraordinary components. Most projects may not have a qualitative statement.	

 <p>Objectives:</p> <ul style="list-style-type: none"> • Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant • Decrease the locations of freeway and expressway facilities that are at risk for flooding 	
Project Evaluation Criteria	Explanation
Reduction in PM 2.5 Reduction in VOC Reduction in NOx	The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to poor air quality. The change in the regional emissions as a result of the project will be estimated and reported in kilograms per day. Projects with a greater reduction will score higher.
Qualitative assessment of project's impact on known flooding problems. Most projects may not have a qualitative statement.	


Objectives:

- Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit
- Minimize the percentage of total vehicle miles traveled under congested conditions
- Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time

<i>Project Evaluation Criteria</i>	<i>Explanation</i>
Reduction in congested VMT in project corridor in 2050	The ability of the project to improve travel within a corridor by redistributing travel in the corridor so one or more congested components of the transportation system are relieved-measured by the percentage reduction in VMT within 1 mile of the project that experiences Level of Service E or worse. Projects with a greater reduction will score higher.
Average peak travel delay reduction per project user for year 2050	Measured as the average travel time reduction per person for a complete trip using the facility during peak periods (including AM and PM peak hours) as a result of the project. Projects with a greater reduction will score higher.
Existing uncertainty index within 1 mile of project	Travel time uncertainty is a significant issue for business. Using existing travel time data, the existing travel time uncertainty index will be calculated for the area within a mile of the project. Projects in areas with greater travel time uncertainty index will score higher.
Existing (2018) job density within 1 mile of project (non-retail jobs)	Non-retail jobs are an indicator of economic activity. Projects that serve existing high job density areas will score higher.
Forecasted (2050) job density within 1 mile of project (non-retail jobs)	Non-retail jobs are an indicator of economic activity. Projects that serve forecasted high job density areas will score higher.
Qualitative statement as to the relationship of project to key development and/or redevelopment sites, and freight areas. Not all projects will have a qualitative statement.	


Objectives:

- Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements
- Increase the amount of bicycle and pedestrian infrastructure
- Target infrastructure development to serve a higher number of people and job
- Increase the number of bike/pedestrian miles traveled on Central Ohio Greenways trails annually.

<i>Project Evaluation Criteria</i>	<i>Explanation</i>
Average origin and destination density of the users of the project in 2018	The average density (population + jobs) of the project user's origins and destinations will be estimated based on 2018 conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. Projects that serve travel from more dense areas will score higher.
Average origin and destination density of the users of the project in 2050	The average density (population + jobs) of the project user's origins and destinations will be estimated based on 2050 forecasted conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. Projects that serve travel from more dense areas will score higher.
Average change in origin and destination density of the users of the project between 2018 and 2050	This will be the change in the lower density end of the trip and the higher density end of the trip as found in the above to criteria measures. Projects that serve travel from areas becoming denser will score higher.
Percentage of project without sidewalks in good condition	Project is along a facility which does not have adequate sidewalks and the project is expected to include them. The measure is the percentage of the project length which does not currently have sidewalks in good condition. Projects on facilities with higher percentages without sidewalks in good condition will score higher.
Is the project located in a community with a Complete Streets policy? The information will be yes or no.	
Qualitative statement as to whether the project is along an existing transit route or otherwise enhances transit service. The information will be yes or no with regard to if an existing transit route uses the project facilities. An additional statement may also be provided if there are other extraordinary aspects of the project that will enhance transit service.	
Qualitative statement as to whether the project is along a key regional corridor as identified in MORPC's Active Transportation Plan and/or COG Vision Plan or the project's ability to enhance the regional bikeway system such as connections to existing bike/ped facilities.	

Objectives:


- Increase the percentage of funding from non-public sources on transportation projects on functionally classified principal arterials and above
- Increase the number of projects utilizing innovative initiatives on functionally classified principal arterial and above
- Increase the percentage of functionally classified minor arterials and above facilities employing coordinated Intelligent Transportation System (ITS) technologies, and increase the percentage of all facilities that incorporate digital infrastructure
- Increase the number of transit vehicles and facilities with surveillance capabilities and increase the miles of functionally classified Principal Arterials and above with video surveillance
- Encourage and support MORPC member communities to adopt Smart Streets policies or policies that contain those elements


Project Evaluation Criteria	Explanation
Amount of new development within 1 mile of the project	This measures the change in households and change in jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.
Percent of new development within 1 mile of the project	This measures the percent change in households and percent change in jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.
Number of jurisdictions that contribute 75% of the project users in 2050	This measures the extent to which the project serves multiple jurisdictions. The jurisdictional origins and destinations of the project users will be estimated. Then, starting with the jurisdiction contributing the most users, the jurisdictions will be ranked. The measure will then be how many different jurisdictions contribute 75% of the users. Projects that serve more jurisdictions will score higher.
Listing of the plan(s)/study(ies) in which the project appears	This measure provides background on the origin of the project. It is a listing of all community or regional plans or studies that has included the project as recommended or needed. This also includes whether or not the project addresses a congestion problem identified by the MORPC congestion management process or whether the project resulted from MORPC's technical Assistance Program or other technical study.
Qualitative statement on mechanisms in place in the project area to enable non-public participation. Most projects may not have a qualitative statement.	
Qualitative statement of any innovative project delivery or construction techniques that may be used. Most projects may not have a qualitative statement.	
Qualitative assessment to determine if the project will increase ITS technologies on Minor Arterials and above or digital infrastructure coverage.	
Qualitative assessment to determine if the project will increase use of video surveillance on transit facilities and Principal Arterials and above. Most projects may not have a qualitative statement.	


Objectives:


- Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time
- Maintain infrastructure in a state of good repair by minimizing the percentage of bridges and pavements in poor condition and maintaining transit fleet of useful life
- Reduce the number of fatalities and serious injuries from crashes

Project Evaluation Criteria	Explanation
Ratio of EJ population users of the project to the regional average for each EJ population	To what extent does the project serve Environmental Justice (EJ) target populations? Of the users of the project, what is the minority percentage, what is the poverty percentage, what is the elder percentage, and what is the transportation handicapped percentage? The ratio of each of these relative to the regional average of each will be calculated.
Crashes	<p>Composite ranking as compared to similar project types consistent with the methodology used for MORPC's high crash location list among similar projects. The composite ranking takes into account:</p> <ul style="list-style-type: none"> - Existing total crash frequency - Existing total crash rate - Existing ratio of fatal and serious injuries to total crashes - Existing pedestrian/bike crash frequency <p>Projects on facilities with crash problems will score higher.</p>
Bridge Rating	The existing physical condition of the transportation system, which would be expected to be improved by the project. This is a measure of the worst existing bridge rating that would be improved as part of the project. Projects on facilities with lower bridge rating will score higher
Pavement Condition Rating (PCR)	The existing physical condition of the transportation system, which would be expected to be improved by the project. This is a measure of the average PCR of the existing roadway that would be improved as part of the project. Projects on facilities with lower PCR rating will score higher.
Qualitative statement as to any potential negative impacts to EJ populations. This would include any extraordinary impact that may be as a result of the project. Most projects may not have a qualitative statement.	
Qualitative assessment as to any extraordinary improvements to safety including whether or not it is on the regions high crash location list. Most projects may not have a qualitative statement.	
Qualitative assessment of the project's potential to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project. Most projects may not have a qualitative statement.	

Stand-alone bicycle and pedestrian projects will be evaluated using the following criteria:

 <p>Objectives:</p> <ul style="list-style-type: none"> • Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking • Reduce vehicle miles traveled (VMT) per capita • Increase the percentage of vehicles using alternative fuels • Increase the number of alternative fuel stations 	
Project Evaluation Criteria	Explanation
Reduction in regional VMT	The change in regional VMT will be an estimate calculated through a qualitative statement as to magnitude of vehicle traffic removed multiplied by existing traffic of adjacent roadways. Projects with a greater reduction in VMT will score higher.
Qualitative assessment as to the potential of the project to reduce SOV use and/or increase transit, bicycling or walking. This should be extraordinary aspects of the project. Most projects may not have a qualitative statement.	

 <p>Objectives:</p> <ul style="list-style-type: none"> • Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant • Decrease the locations of freeway and expressway facilities that are at risk for flooding 	
Project Evaluation Criteria	Explanation
Reduction in PM 2.5 Reduction in VOC Reduction in NOx	The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to poor air quality. The change in the regional emissions as a result of the project will be estimated and reported in kilograms per day. Projects with a greater reduction will score higher.
Qualitative assessment of project's impact on known flooding problems. Most projects may not have a qualitative statement.	

Objectives:


- Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit
- Minimize the percentage of total vehicle miles traveled under congested conditions
- Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time

<i>Project Evaluation Criteria</i>	<i>Explanation</i>
Existing (2018) job density within 1 mile of project (non-retail jobs)	Non-retail jobs are an indicator of economic activity. Projects that serve existing high job density areas will score higher.
Forecasted (2050) job density within 1 mile of project (non-retail jobs)	Non-retail jobs are an indicator of economic activity. Projects that serve forecasted high job density areas will score higher.
Qualitative statement as to the relationship of project to key development and/or redevelopment sites, workforce access/mobility including connections to transit, and freight areas. Not all projects will have a qualitative statement.	


Objectives:

- Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements
- Increase the amount of bicycle and pedestrian infrastructure
- Target infrastructure development to serve a higher number of people and job
- Increase the number of bike/pedestrian miles traveled on Central Ohio Greenways trails annually.

<i>Project Evaluation Criteria</i>	<i>Explanation</i>
Density in the area of the project in 2018	The density (population + jobs) in the project area will be estimated based on 2018 conditions. Projects that serve travel from more dense areas will score higher.
Density in the area of the project in 2050	The density (population + jobs) in the project area will be estimated based on 2050 forecasted conditions. Projects that serve travel from more dense areas will score higher.
Change in density in the area of the project between 2018 and 2050	This will be the change in the density as found in the above to criteria measures. Projects that serve areas becoming denser will score higher.
Percentage of project without sidewalks in good condition	Project is along a facility which does not have adequate sidewalks and the project is expected to include them. The measure is the percentage of the project length which does not currently have sidewalks in good condition. Projects on facilities with higher percentages without sidewalks in good condition will score higher.
Qualitative statement as to whether the project is along an existing transit route, provides a connection to one or more transit stops, or otherwise enhances transit service. The information will be yes or no with regard to if an existing transit route or stop uses the project facilities. An additional statement may also be provided if there are other extraordinary aspects of the project that will enhance transit service.	
Qualitative statement as to whether the project is along a key regional corridor as identified in MORPC's Active Transportation Plan and/or COG Vision Plan or the project's ability to enhance the regional bikeway system such as connections to existing bike/ped facilities.	

Objectives:


- Increase the percentage of funding from non-public sources on transportation projects on functionally classified principal arterials and above
- Increase the number of projects utilizing innovative initiatives on functionally classified principal arterial and above
- Increase the percentage of functionally classified minor arterials and above facilities employing coordinated Intelligent Transportation System (ITS) technologies, and increase the percentage of all facilities that incorporate digital infrastructure
- Increase the number of transit vehicles and facilities with surveillance capabilities and increase the miles of functionally classified Principal Arterials and above with video surveillance
- Encourage and support MORPC member communities to adopt Smart Streets policies or policies that contain those elements


Project Evaluation Criteria	Explanation
Amount of new development within 1 mile of the project	This measures the change in households and jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.
Percent of new development within 1 mile of the project	This measures the percent change in households and jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.
Number of jurisdictions that contribute 75% of the population in the project area in 2050	This measures the extent to which the project serves multiple jurisdictions. The jurisdictional population in the project area will be estimated. Then, starting with the jurisdiction contributing the most population, the jurisdictions will be ranked. The measure will then be how many different jurisdictions contribute 75% of the area population. Projects that serve more jurisdictions will score higher.
Listing of the plan(s)/study(ies) in which the project appears	This measure provides background on the origin of the project. It is a listing of all community or regional plans or studies that has included the project as recommended or needed. This also includes whether or not the project addresses a congestion problem identified by the MORPC congestion management process or whether the project resulted from MORPC's technical Assistance Program or other technical study.
Qualitative statement on mechanisms in place in the project area to enable non-public participation. Most projects may not have a qualitative statement.	
Qualitative statement of any innovative project delivery or construction techniques that may be used. Most projects may not have a qualitative statement.	


Objectives:


- Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time
- Maintain infrastructure in a state of good repair by minimizing the percentage of bridges and pavements in poor condition and maintaining transit fleet of useful life
- Reduce the number of fatalities and serious injuries from crashes

Project Evaluation Criteria	Explanation
Ratio of EJ population in the project area to the regional average for each EJ population	To what extent does the project serve Environmental Justice (EJ) target populations? Of the population in the project area, what is the minority percentage, what is the poverty percentage, what is the elder percentage, and what is the transportation handicapped percentage? The ratio of each of these relative to the regional average of each will be calculated.
Crashes	<p>Composite ranking as compared to similar project types consistent with the methodology used for MORPC's high crash location list among similar projects. The composite ranking takes into account:</p> <ul style="list-style-type: none"> - Existing total crash frequency - Existing total crash rate - Existing ratio of fatal and serious injuries to total crashes - Existing pedestrian/bike crash frequency <p>Projects on facilities with crash problems will score higher.</p>
Bridge Rating	The existing physical condition of the transportation system, which would be expected to be improved by the project. This is a measure of the worst existing bridge rating that would be improved as part of the project. Projects on facilities with lower bridge rating will score higher.
Qualitative statement as to any potential negative impacts to EJ populations. This would include any extraordinary impact that may be as a result of the project. Not all projects will have a qualitative statement.	
Qualitative assessment as to any extraordinary improvements to safety including whether or not it is on the regions high crash location list. Most projects may not have a qualitative statement.	
Qualitative assessment of the project's potential to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project. Not all projects will have a qualitative statement.	

Transit projects will be evaluated using the following criteria:

 <p>Objectives:</p> <ul style="list-style-type: none"> • Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking • Reduce vehicle miles traveled (VMT) per capita • Increase the percentage of vehicles using alternative fuels • Increase the number of alternative fuel stations 	
Project Evaluation Criteria	Explanation
Reduction in regional VMT	The change in regional VMT will be an estimate calculated by the travel demand model. Projects with a greater reduction in VMT will score higher.
Qualitative assessment as to the potential of the project to reduce SOV use and/or increase transit, bicycling or walking. This should be extraordinary aspects of the project. Most projects may not have a qualitative statement.	

 <p>Objectives:</p> <ul style="list-style-type: none"> • Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant • Decrease the locations of freeway and expressway facilities that are at risk for flooding 	
Project Evaluation Criteria	Explanation
Reduction in PM 2.5 Reduction in VOC Reduction in NOx	The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to poor air quality. The change in the regional emissions as a result of the project will be estimated and reported in kilograms per day. Projects with a greater reduction will score higher.
Qualitative assessment of project's impact on known flooding problems. Most projects may not have a qualitative statement.	


Objectives:

- Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit
- Minimize the percentage of total vehicle miles traveled under congested conditions
- Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time

<i>Project Evaluation Criteria</i>	<i>Explanation</i>
Reduction in congested VMT in project corridor in 2050	The ability of the project to improve travel within a corridor by redistributing travel in the corridor so one or more congested components of the transportation system are relieved- measured by the percentage reduction in VMT within 1 mile of the project that experiences Level of Service E or worse. Projects with a greater reduction will score higher. This criteria will apply to high capacity transit projects only.
Existing (2018) job density within 1 mile of project (non-retail jobs)	Non-retail jobs are an indicator of economic activity. Projects that serve existing high job density areas will score higher.
Forecasted (2050) job density within 1 mile of project (non-retail jobs)	Non-retail jobs are an indicator of economic activity. Projects that serve forecasted high job density areas will score higher.
Qualitative statement as to the relationship of project to key development and/or redevelopment sites, and freight areas. Not all projects will have a qualitative statement.	


Objectives:

- Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements
- Increase the amount of bicycle and pedestrian infrastructure
- Target infrastructure development to serve a higher number of people and job
- Increase the number of bike/pedestrian miles traveled on Central Ohio Greenways trails annually.

<i>Project Evaluation Criteria</i>	<i>Explanation</i>
Average origin and destination density of the users of the project in 2018	The average density (population + jobs) of the project user's origins and destinations will be estimated based on 2018 conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. Projects that serve travel from more dense areas will score higher.
Average origin and destination density of the users of the project in 2050	The average density (population + jobs) of the project user's origins and destinations will be estimated based on 2050 forecasted conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. Projects that serve travel from more dense areas will score higher.
Average change in origin and destination density of the users of the project between 2018 and 2050	This will be the change in the lower density end of the trip and the higher density end of the trip as found in the above to criteria measures. Projects that serve travel from areas becoming denser will score higher.
Percentage of project without sidewalks in good condition	Project is along a facility which does not have adequate sidewalks and the project is expected to include them. The measure is the percentage of the project length which does not currently have sidewalks in good condition. Projects on facilities with higher percentages without sidewalks in good condition will score higher.
Qualitative statement as to connection to existing transit services or has extraordinary aspects that will enhance transit service.	
Qualitative statement as to whether the project is along a key regional corridor as identified in MORPC's Active Transportation Plan and/or COG Vision Plan or the project's ability to enhance the regional bikeway system or connect to exiting bike/ped facilities.	

Objectives:


- Increase the percentage of funding from non-public sources on transportation projects on functionally classified principal arterials and above
- Increase the number of projects utilizing innovative initiatives on functionally classified principal arterial and above
- Increase the percentage of functionally classified minor arterials and above facilities employing coordinated Intelligent Transportation System (ITS) technologies, and increase the percentage of all facilities that incorporate digital infrastructure
- Increase the number of transit vehicles and facilities with surveillance capabilities and increase the miles of functionally classified Principal Arterials and above with video surveillance
- Encourage and support MORPC member communities to adopt Smart Streets policies or policies that contain those elements

Project Evaluation Criteria	Explanation
Amount of new development within 1 mile of the project	This measures the change in households and jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.
Percent of new development within 1 mile of the project	This measures the percent change in households and jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.
Number of jurisdictions that contribute 75% of the project users in 2050	This measures the extent to which the project serves multiple jurisdictions. The jurisdictional origins and destinations of the project users will be estimated. Then, starting with the jurisdiction contributing the most users, the jurisdictions will be ranked. The measure will then be how many different jurisdictions contribute 75% of the users. Projects that serve more jurisdictions will score higher.
Listing of the plan(s)/study(ies) in which the project appears	This measure provides background on the origin of the project. It is a listing of all community or regional plans or studies that has included the project as recommended or needed. This also includes whether or not the project addresses a congestion problem identified by the MORPC congestion management process or whether the project resulted from MORPC's technical Assistance Program or other technical study.
Qualitative statement on mechanisms in place in the project area to enable non-public participation. Most projects may not have a qualitative statement.	
Qualitative statement of any innovative project delivery or construction techniques that may be used. Most projects may not have a qualitative statement.	
Qualitative assessment to determine if the project will increase ITS technologies on Minor Arterials and above or digital infrastructure coverage.	
Qualitative assessment to determine if the project will increase use of video surveillance on transit facilities and Principal Arterials and above. Most projects may not have a qualitative statement.	

Objectives:



- Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time
- Maintain infrastructure in a state of good repair by minimizing the percentage of bridges and pavements in poor condition and maintaining transit fleet of useful life
- Reduce the number of fatalities and serious injuries from crashes

Project Evaluation Criteria	Explanation
Ratio of EJ population users of the project to the regional average for each EJ population	To what extent does the project serve Environmental Justice (EJ) target populations? Of the users of the project, what is the minority percentage, what is the poverty percentage, what is the elder percentage, and what is the transportation handicapped percentage? The ratio of each of these relative to the regional average of each will be calculated.
Qualitative statement as to any potential negative impacts to EJ populations. This would include any extraordinary impact that may be as a result of the project. Not all projects will have a qualitative statement.	
Qualitative assessment as to any extraordinary improvements to safety. Not all projects will have a qualitative statement.	
Qualitative assessment of the project's potential to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project. Not all projects will have a qualitative statement.	