

COR-5 - Approve Evaluation Criteria, Methods and Measures

Description

At this key decision, evaluation criteria, methods and measures are approved that will allow decision-makers to compare solutions that address the corridor's opportunities and problems and are consistent with the approved corridor goals. The evaluation criteria, methods and measures are developed in consideration of transportation, community, and environment. They are informed by the evaluation criteria, methods and measures used in long range transportation planning and are considered during environmental review to ensure consistency across the entire transportation decision making process.

There is information developed in prior key decisions that informs this step. In order to effectively execute this key decision there is essential information created at COR-3 related to goals for the corridor.

Purpose

To define a methodology that includes criteria to enable a comparison and selection of solutions that address the corridor's opportunities and deficiencies and that address the approved goals.

Outcome

Specific criteria, methods, and measures for selecting solutions for the corridor.

Partner	Role Type	Description
MPO	Decision Maker (urban), No Role (rural)	Approves evaluation criteria to allow a performance-based comparison of solutions in order to select the preferred.
FHWA/FTA	Observer	Observes that all relevant criteria are included in the evaluation methodology.
State DOT	Advisor (urban), Decision Maker (rural)	Provides an understanding of state support for criteria and performance measures.
Resource Agency	Advisor	Support the identification and use of evaluation criteria, methods and measures that reflect environmental visions, goals and priorities, are informed by environmental planning and incorporate environmental metrics.
Public Transportation Operator(s)	Advisor	Provides an understanding of transit support for criteria and performance measures.

Policy Questions

Questions are a way to elicit information and to validate that the information has been considered. The partners should discuss the listed questions to ensure a broad array of interests is considered at a key decision. Discussions arising from these questions support collaborative decision making.

Questions Partners Discuss

Questions about purpose and roles

- Are the evaluation criteria and measures clearly understandable and meaningful to the full range of partners?

Questions about stakeholders, including modal and operational partners

- Are the evaluation criteria and measures clearly understandable and meaningful to the full range of stakeholders, including modal and operational partners?

Questions about the transportation process supporting the decision

- Are equity and accessibility considerations in the criteria, methodology, and performance measures being considered?
- Are public and private data sources available to support selected performance measures and evaluation criteria?
- Are the evaluation criteria and performance measures broad enough to reflect the full range of goals we proposed?
- Are the evaluation criteria and performance measures effective to differentiate between solution sets?
- Are the performance measures actionable/implementable?
- Are there appropriate tools, technologies, technical capacity, and data to support these evaluation criteria?
- Are there established local, regional, and/or State pedestrian and bicycle performance measures that relate to the corridor?
- Do the evaluation criteria and performance measures help evaluate P3-specific considerations, such as the potential to generate revenues, level of private sector funding, and others?
- Do the evaluation criteria and performance measures help evaluate the advantages and risks of different corridor investment strategies (e.g., P3 arrangements)?
- What is the most effective way for operational partners and/or the private sector to be involved?
- What type of procurement models work best (e.g., design-build or design-build-operate)?

Questions about other phases

- Have the evaluation criteria, methodology, and performance measures been validated against the evaluation criteria, methodology, and performance measures in the LRTP?
- Is there agreement on the level of analysis that is acceptable for selecting a preferred solution set with the potential to inform a project-level decision?

Questions about non-transportation sectors/processes

- Are evaluation criteria and measures included that will demonstrate how transportation choices impact the quality of life in the planning area?
- Are the evaluation criteria, methods and measures consistent with any criteria, methods and measures identified through ecological planning and/or an agreed-upon ecological crediting strategy?
- Are the evaluation criteria, methods and measures consistent with those identified through existing economic development or land use plans?
- Are the evaluation criteria, methods and measures related to the financing and revenue potential of the corridor consistent with those identified in existing economic investment or development plans in the region?
- Are the metrics to evaluate economic impacts consistent with the long range planning phase and with NEPA?
- Do we have the right information to evaluate the influences of logistics patterns within the corridor study area?
- Has an inventory of all relevant economic data within the planning area been completed?
- Has the corridor's contribution to the region's and the state's competitiveness been considered?
- Have tools and analytical methods to measure economic impacts at the corridor plan level been considered?
- How capable are the analysis methods for producing this information?
- How will the GHG impacts of potential corridor solutions be evaluated?
- Is there agreement on which plans and data will be used in the assessment?
- To what extent does the agency have "control" over the factors that influence the measure outcome?
- What GHG criteria will be used to evaluate transportation investment strategies and scenarios? For example, CO₂, CO₂ equivalent, GHG per capita, or VMT, as a proxy?
- What will be the baseline for measuring GHG emissions reduction? For example, business as usual or GHG emissions in a given year?

Stakeholder Inputs

'Questions to Gather Stakeholder Interests' allow staff to determine which stakeholders have interests at a key decision and to collect those interests for partner consideration. 'Questions to Incorporate Stakeholder Interests' ensure the interests of stakeholders are included in the decision. For more help with stakeholder collaboration visit the Stakeholder Portal

Questions to Gather Stakeholder Interests

- For each goal ask: How do we know we have achieved this goal?
- How does transportation impact your quality of life? How can this be improved?
- What should be improved in this corridor? How would you be able to recognize improvement?

Questions to Incorporate Stakeholder Interests

- Are the evaluation criteria and measures broad enough to incorporate all stakeholder interests? If not, what interests are not included and why?
- How do the evaluation criteria and measures reflect both stakeholder interests and professional judgment?
- What is the justification for each decision that we have made?

Data

The following is a list of data needed to support the key decision. Practitioners collect this information for decision makers to consider.

Supporting Data for the Key Decision		
From other phases of transportation decision making	Long Range Planning	Evaluation criteria, methods and measures used in long range planning Financial assumptions
	Programming	Level of private sector funding Potential to generate revenues
	Corridor Planning	COR-3: Approved goals for the corridor
	Environmental Review	No Specific Data.
From other sectors and processes	Land Use	Data that informs evaluation of smart growth, if applicable Quality of life or "livability" information
	Transportation Conformity	No Specific Data.
	Natural Environment and Implementing Eco-Logical	Data from ecological planning that can inform the evaluation criteria in transportation decision making Evaluation criteria, methods and measures from ecological planning
	Capital Improvement	No Specific Data.
	Safety and Security	No Specific Data.
	Human Environment	Data from the human environment sources, where available
	Economic Development	Metrics and analytical methods to evaluate economic competitiveness
	Greenhouse Gas Emissions	Baseline GHG emissions and/or method to establish baseline emissions Performance measures, metrics, and methods used in other regions where GHG analysis has been done, with information on the advantages and disadvantages of different approaches
	Freight	Goods movement flows in the corridor and region Logistics considerations
From the transportation technical process supporting this key decision	An assessment of the availability of data to address the performance measures	
	Analysis capabilities	
	Analysis that reconciles evaluation criteria and measures with the stated vision and goals	
	Archival operations data	
	Data on tools and technology available to support the analysis methodology	
	Forecasting methodology	
	Inventory of traffic data available to support criteria and performance measures	
	Probe data	
	Technical innovation	
	Types of various procurement models to be considered and the pros/cons of each	
	Various model outputs or outputs from sketch analysis tools such as travel data, emissions data, or other activity data	
Potential bicycle and pedestrian performance measures		
From stakeholder collaboration	No Specific Data.	
From public private partnership	No Specific Data.	

Links to Decisions

This table identifies how a key decision is connected to other key decisions. The linkages are a two-way transfer of information. Understanding and applying these linkages means that partners will recognize how a decision will impact other specific key decisions. Recognizing that the transportation processes are linked will: (1) encourage practitioners to produce information that can be used later and (2) remind them to look at information from previous key decisions.

linkages to other phases of transportation decision making

Key Decision	What is Linked?	Purpose of Linkage
From Long Range Transportation Planning		
LRP-3 - Approve Evaluation Criteria, Methods and Measures	Criteria methods and measures from the LRTP	To help ensure decision making is consistent across phases
LRP-5 - Approve Financial Assumptions	Financial assumptions	To inform the evaluation criteria, methods and measures in corridor planning
To Environmental Review/NEPA Merged with Permitting		
ENV-5 - Approve Evaluation Criteria, Methods and Measures	Information about the evaluation criteria, methods and measures used in corridor planning	To inform the environmental review process, helping to ensure that decision making remains consistent across phases.

Examples

In-depth case studies of successful practices in collaborative decision making were used to develop the Decision Guide. Links in this table point to a specific paragraph or section of a case study that supports a key decision. It is not necessary to read through an entire case study to find the example; however, full versions are available in the Library.

PlanWorks Case Study Examples

- US 64 Asheboro Bypass - Merged NEPA and Section 404 Permitting Processes

Other Examples

- None

Integrated Planning

Integrated Planning looks at the interaction between the transportation decision making process and other processes. Considering these inputs will ensure that important values and goals outside the transportation process are recognized and considered. For a full understanding of a specific process and how it influences transportation decisions, visit Applications.

Process	Integration Type	Integration Description
Land Use	Data	If smart growth principles will be integrated, include measures/consideration of: <ul style="list-style-type: none"> • Induced development and/or induced travel • Modal balance, accessibility, and demand • Congestion • System performance and safety • Economic development impacts • Social equity impacts • Environmental sustainability • Federal and State funding criteria such as ?livability
Transportation Conformity	None.	None.
Natural Environment and Implementing Eco-Logical	Analysis From IEF Step 8 - Implement Agreements, Adaptive Management & Deliver Projects	Determine what evaluation criteria, methods and measures from the ecological plan are relevant in the corridor.
	Data Between IEF Step 4 - Assess Effects on Conservation Objectives and COR-5	The key point demonstrated by this link between the Decision Guide and IEF is that environmental factors are considered in the evaluation criteria, methods and measures that are part of the corridor plan. At IEF Sub-step 4a the relative importance of resource types are weighed. Information should be shared between COR-5 and Sub-step 4a to inform the evaluation criteria in transportation decision making or the weighting criteria in ecological planning.
	Analysis Between IEF Step 6 - Develop Crediting Strategy and COR-5	At Step 6 in the IEF, the environmental setting is evaluated and a determination is made about the type of credit or debit tool (measurement system) to use. The primary goal for any crediting system is to capture the environmental impacts or benefits in a common unit that bridges different activities, times and geographies. The crediting strategy should inform evaluation criteria and measures through the phases. If this was done at LRP-3, this analysis can be carried forward from long range planning, but may need to be updated.
Capital Improvement	None.	None.
Safety and Security	None.	None.
Human Environment	Data	Data from the human environment sources, where available.
Economic Development	Data	Existing metrics currently used by local government and/or economic development related private organization to track corridor's contribution to economic competitiveness.
		Analytical methods to measure and evaluate economic vitality or competitiveness at the corridor plan level
Greenhouse Gas Emissions	Data	Data outputs from previous travel and emissions analyses, as well as the ability to measure GHG reduction.
Freight	Data	Data about freight logistics and goods movement
Bicycles and Pedestrians	Data	Data about bicycle and pedestrian infrastructure, crashes, and volumes.

Special Topics

This table provides an overview of the relationship between a key decision and individual special topics. A special topic may be an external process, a new regulation, or any emerging issue requiring collaboration. For a full understanding of a specific topic and how it influences transportation decisions, visit Applications.

Key Decision Relationship to Other Topics

Topic	Description
Public-Private Partnerships	<p>Select Metrics and Criteria - Identify specific measures to evaluate P3 projects in the corridor in order to inform the consideration of solution sets at COR 6 and the selection of a preferred at COR 7.</p> <p>Data Transfer - Data includes the potential to generate revenues, level of private sector funding, types of procurement models, technical innovation and the capability to conduct the analysis for these criteria.</p> <p>Analysis Transfer - Analysis of the pros and cons of procurement models.</p>
Planning and Environment Linkages	<p>Select Metrics and Criteria - Identify specific measures to evaluate operations strategies in the corridor</p> <p>Data Transfer - Data includes current and proposed performance metrics for the corridor, operations archival data and probe data, the potential for private funding and the technical capability to analyze operations strategies in comparison with capacity-adding solutions.</p>
Performance Measures	<p>Selection of Specific Performance Measures - The specific measures to be applied in the corridor plan are selected. These measures will be used to inform the definition of solution sets that will be studied and the selection of a preferred solution set.</p> <p>Data Transfer - Selected factors are transferred from COR-2. Selected measures are transferred to COR-6 and COR-7 for the evaluation of solution sets in order to select the preferred one.</p>
Visioning and Transportation	<p>Adopt Futures - Consider the evaluation method of potential futures and the implementation priorities that may be used in corridor planning.</p> <p>Approve Indicators and Commitments - Identify near and long-term objectives and indicator data from community visioning and their relevance to the corridor.</p> <p>Data and Decision Transfer - Relevant data and commitments to COR 7 and ENV 5.</p>