

## LRP-3 - Approve Evaluation Criteria, Methods and Measures

### Description

At this key decision the evaluation criteria, methods and measures are approved that will allow decision-makers to compare scenarios to the vision and goals and to one another. The evaluation criteria, methods and measures are developed with input and data from both partners of other planning processes and stakeholders, including interagency consultation on the regional emissions analysis and other topics. The evaluation criteria, methods and measures used in long range transportation planning inform those used in both corridor planning and environmental review in order 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 LRP-1 related to land use, natural environment, and air quality partners and supporting plans.

### Purpose

To provide a reasonable and measurable basis for:

- The creation of scenarios that represent the identified strategies and
- The comparison of scenarios in order to select the preferred scenario.

Evaluation criteria and measures should include consideration of the identified goals and objectives for the plan and vision for the region.

### Outcome

The specific criteria, methods, and requirements that will be used to compare strategies and scenarios so that the adopted plan will meet the approved goals for the planning area.

Partner	Role Type	Description
MPO	Decision Maker	Approves evaluation criteria that allows a broad comparison between scenarios and with respect to the goals and needs as well as transportation options.
FHWA/FTA	Observer	Observes that all pertinent criteria are included in the evaluation of scenarios.
State DOT	Advisor	Provides an understanding of state data to support criteria and performance measures.
Resource Agency	Advisor	Support the use of evaluation criteria, methods and measures that apply to protection of the environment and incorporate environmental planning. Support the use of an environmental crediting strategy.
Public Transportation Operator(s)	Advisor	Provides an understanding of transit data to support 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?
- To what extent are stakeholders engaged in the selection of evaluation criteria, methods, and measures?

### **Questions about the transportation process supporting the decision**

- Are the evaluation criteria and measures broad enough to evaluate P3 and operations projects if these are included?
- Are the evaluation criteria and measures broad enough to reflect the full range of goals we approved as well as allow a full range of strategies?
- Are the evaluation criteria and measures effective to differentiate between scenarios?
- Are there appropriate tools, technology, technical capacity and data to support the evaluation criteria?
- Do the data, technical capacity, and analytical tools exist to conduct a risk analysis for private investment?
- Has consideration been given to bicycle and pedestrian network connectivity, equity, activity (both activity level and mode share), and safety?
- Has consideration been given to reliability or system performance as a performance measure? Have we identified ways to measure this?
- How do the evaluation criteria reflect the needs of the elderly and the young?
- What data and metrics are available to support bicycle and pedestrian analysis?
- What will be the baseline for bicycle and pedestrian measures?
- Will the safety measures only account for total crashes and injuries or will there be a discussion of crash rates in the planning process?

### **Questions about other phases**

- No specific questions

### **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 any criteria, methods and measures identified through existing regional economic development plans or competitiveness strategies?
- By what year are the target emission levels to be achieved and how can this inform the design of scenarios proposed for different plan years?
- Have all available data sources and performance metrics related to transportation used by the local government and /or private organizations to track economic vitality and competitiveness been considered?
- If applicable, what is the gap between the baseline GHG emissions and the target GHG emission levels?
- Is a target GHG emission reduction established externally under state or federal requirements? Will one be established internally?
- 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 are the key social, demographic, and technological factors influencing future GHG emission levels?
- What data and metrics are available to support freight analysis?
- What GHG evaluation measures will be used to evaluate transportation investment strategies and scenarios? For example, CO<sub>2</sub>, CO<sub>2</sub> equivalent, GHG per capita, or VMT, as a proxy?
- What is the capacity of the agency's analysis methods to produce this information?
- What will be the baseline for measuring GHG emissions reduction? For example, business as usual or GHG emissions in a given year, like 2010?

## **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 P3 projects, what criteria can be included to ensure accountability from private partners?
- How does transportation impact your quality of life? How can this be improved?
- How will you be able to know we have achieved good performance on approved goals?

### **Questions to Incorporate Stakeholder Interests**

- Are the evaluation criteria or measures suggested by stakeholders actionable or implementable?
- Are there conflicts in the stakeholder interests?
- How do the evaluation criteria and measures reflect both stakeholder requirements and professional judgment?
- What evaluation criteria and metrics are recommended by a P3 advisor or state/local agency that supports P3 investment in the region?
- 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		
<b>From other phases of transportation decision making</b>	Long Range Planning	Analysis that has previously been done to support the past plan update in order to establish a baseline methodology. LRP-1: Information related to land use, the natural environment and air quality partners and supporting plans
	Programming	No Specific Data.
	Corridor Planning	No Specific Data.
	Environmental Review	No Specific Data.
<b>From other sectors and processes</b>	Land Use	Quality of life or "livability" information Source, type and magnitude of current and anticipated future impacts affecting identified sensitivities including existing land uses, allowable or planned land use, predicted or forecast land use. Specific evaluation criteria, measures, and analysis methods that have been identified for land use planning
	Transportation Conformity	No Specific Data.
	Natural Environment and Implementing Eco-Logical	Specific evaluation criteria, measures, and analysis methods that have been identified for the natural environment
	Capital Improvement	Current economic sensitivities Specific evaluation criteria, measures, and analysis methods that have been identified for capital improvement
	Safety and Security	Safety visions and plans Security data the partners bring Specific evaluation criteria, measures, and analysis methods that have been identified for safety and security
	Human Environment	Current social sensitivities Specific evaluation criteria, measures and analysis methods from the human environment perspective
	Economic Development	Specific evaluation criteria, measures and analysis methods from the economic development perspective
	Greenhouse Gas Emissions	Forecast GHG reduction from plan scenarios in future years Model or sketch analysis output conversion to GHG measures of interest Output of model or sketch analysis tools such as travel data only, emissions data, and other activity data
	Freight	Data and metrics to evaluate freight impacts
	<b>From the transportation technical process supporting this key decision</b>	Analysis comparing goals and strategies to data currently collected as identified in the scoping key decision
Data that identifies the various levels of detail or scale of collected data as well as that of analysis techniques and tools for comparison and consideration		
Information on current methodologies and criteria used in other similar locations		
Metrics and criteria used to evaluate P3 projects, including: potential to generate revenues, level of private sector funding, various procurement models and their pros/cons, and technical innovation		
Probe data and other operational data to inform the selection of criteria		
Pedestrian and bicycle performance measures <ul style="list-style-type: none"> <li>• Transportation Alternatives Program Performance Management Guidebook</li> <li>• Guidebook for Developing Pedestrian and Bicycle Performance Measures</li> </ul>		
<b>From stakeholder collaboration</b>	Data on stakeholder interests and performance expectations	
<b>From public private partnership</b>	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
<b>To Corridor Planning</b>		
COR-5 - Approve Evaluation Criteria, Methods and Measures	Evaluation criteria, methods, and measures used in long range planning	To inform those developed in corridor planning to ensure that decision making is consistent across phases
<b>To Environmental Review/NEPA Merged with Permitting</b>		
ENV-6 - Approve Full Range of Alternatives	Evaluation criteria, methods, and measures used in long range planning	To inform those developed in environmental review to ensure that decision making is 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**

- I-5 Beltline Interchange Plan - Using Community Values as Performance Measures

### **Other Examples**

- Prioritizing Criteria: Colorado

## 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	<p>If smart growth principles will be integrated, include measures/consideration of:</p> <ul style="list-style-type: none"> <li>• Induced development and/or induced travel</li> <li>• Modal balance, accessibility, and demand</li> <li>• Congestion</li> <li>• System performance and safety</li> <li>• Economic development impacts</li> <li>• Social equity impacts</li> <li>• Environmental sustainability</li> <li>• Federal and State funding criteria such as "livability"</li> </ul> <p>Specific evaluation criteria, measures, and analysis methods</p>
	Decision	<p>What: To integrate land use and transportation</p> <p>Purpose: To include land use criteria in the evaluation criteria and performance measures</p> <p>There is an essential partnership needed in order to combine land use and transportation decisions.</p>
	Transportation Conformity	Process
Natural Environment and Implementing Ecological	Data Between IEF Step 4 - Assess Effects on Conservation Objectives and LRP-3	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 LRTP. At IEF Sub-step 4a the relative importance of resource types are weighed. Information should be shared between LRP-3 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 LRP-3	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 in long range planning and later phases of decision making.
Capital Improvement	Data	<p>Evaluation criteria from the infrastructure point of view.</p> <p>Current economic sensitivities</p>
	Analysis	<p>Prioritization of what is important to capital improvement planning.</p> <p>Rationalization of how the evaluation criteria from capital improvement can be brought into long range transportation planning.</p>
Safety and Security	Data	<p>Safety - Visions and plans.</p> <p>Security - Data the partners bring.</p>
Human Environment	Data	Evaluation criteria from the human environment perspective. For example, this might include criteria surrounding population sub-groups, community resources, or other valued aspects of the human environment.
	Analysis	<p>Rationalization of how the evaluation criteria from human environment planning processes can be brought into long range transportation planning.</p> <p>Prioritization of what is important from the human environment (where available).</p>
Economic Development	Data	<p>Analytical methods to measure and evaluate economic vitality or competitiveness for various transportation scenarios.</p> <p>Capacity to develop, buy and sell land for productive uses.</p> <p>Transportation-related economic development performance metrics to determine which evaluation criteria, methods and measures.</p>
	Greenhouse Gas Emissions	<p>Data</p> <p>Information on the availability of data to support the consideration of GHG as well as the ability to conduct the analysis.</p> <p>Analysis</p> <p>Previously conducted analysis, such as plans and studies to inform setting reasonable expectations for what can be achieved.</p>
Freight	Data	Data and metrics to support freight analysis
Bicycles and Pedestrians	Data	Bicycle and pedestrian evaluation criteria.
	Analysis	Rationalization of how evaluation criteria related and bicycles and pedestrians can be brought into long-range transportation planning, and how multimodal performance is addressed.

## 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	<b>Define P3 Evaluation Criteria</b> - Include metrics and criteria that will be used to evaluate P3 projects, including the potential to generate revenues, level of private sector funding, potential procurement models, and technical innovation.
	<b>Data Transfer</b> - Validate the analytical methods, the availability of data, and capacity to conduct the scenario analysis for these criteria
Planning and Environment Linkages	<b>Identify Operational Metrics</b> - Select evaluation criteria and metrics for operational strategies that are supported by available data and support comparisons with traditional measures.
	<b>Data Transfer</b> - Data that is specific to operational characteristics and can be analyzed with available tools.
Performance Measures	<b>Selection of Specific Performance Measures</b> - The specific measures to be applied in the long-range plan must be chosen based on the factors selected in LRP-2. These measures will be used to define system deficiencies, to inform the selection of a preferred scenario, and as a monitoring tool following the completion of the plan.
	<b>Data Transfer</b> - Factors for consideration are transferred from LRP-2. Selected measures are transferred to LRP-4 for analysis of deficiencies, LRP-6 for approval of strategies, and LRP-8 for solutions screening.
Streamlining a Congestion Bottleneck Project	<b>Evaluation Criteria and Methodology for LRP Scenario Comparisons</b> - The evaluation criteria and methodology must be applied to this specific project concept in order for it to remain consistent with the development of the LRTP. The project concept will be carried forward in the long range planning process through scenario selection and evaluation to ensure the adopted LRTP is consistent with both the TIP and the selected project alternative in environmental review / permitting.
	<b>Data Transfer</b> - Applicable evaluation criteria and methodology for this project to LRP-4
Visioning and Transportation	<b>Approve Goals</b> - Consider baseline information from visioning that may be used in long range planning.
	<b>Adopt Futures</b> - Consider the evaluation method of potential futures and the implementation priorities that may be used in long range planning.
	<b>Approve Indicators and Commitments</b> - Identify long term commitments made in visioning and their relevance to the long range plan.
	<b>Data and Decision Transfer</b> - Relevant data and commitments to LRP 7, COR 5, and ENV 3/PER 1.