ARTS2050

METROPOLITAN TRANSPORTATION PLAN UPDATE ▸ *Future Mobility*

futuremobility2050.com

TECHNICAL REPORT #3: DEVELOPMENT OF GOALS, OBJECTIVES AND MEASURES OF EFFECTIVENESS

Final MTP

September 10, 2020

The Augusta Regional Transportation Study (ARTS) as a federally-designated agency was established as a bi-state Metropolitan Planning Organization (MPO) in 1970. The ARTS MPO working collaboratively with partner agencies is responsible for making policy about local transportation and deciding how to spend Federal funds for carrying out the transportation planning process. The ARTS MPO is also responsible for overseeing multimodal and long range transportation planning within the ARTS planning area to ensure continued accessibility, connectivity, efficiency, mobility, and safety for the movement of people and freight.

The ARTS planning area includes Richmond County, and the Cities of Hephzibah and Blythe in Georgia; the Fort Gordon Military Reservation; parts of Columbia County, including the City of Grovetown; and, parts of Aiken and Edgefield Counties in South Carolina, including the Cities of Aiken, North Augusta, New Ellenton and Burnettown.

ARTS METROPOLITAN TRANSPORTATION PLAN UPDATE

Future Mobility 2050

Augusta Regional Transportation Study

535 Telfair Street, Suite 300

Augusta GA 30901

706.821.1796

arts@augustaga.gov

www.augustaga.gov/680/ARTS-Metropolitan-Planning-Organization

The Augusta Regional Transportation Study (ARTS) Metropolitan Planning Organization (MPO) is committed to enforcing the principle that "No person in the United States shall, on the grounds of race, color, age, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities under any program or activity receiving federal financial assistance."

The ARTS MPO is also committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs.

The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, State of South Carolina or the Federal Highway Administration.

Prepared in cooperation with the Georgia Department of Transportation, South Carolina Department of Transportation and the Federal Highway Administration.

Table of Contents

1 Introduction 1-1
2 National Guidance & Historical Context 2-1
3 Involvement of State Agencies 3-1
4 Community Vision 4-1
5 Goals and Objectives 5-1
5.1 Reduce Traffic Congestion and Delay 5-1
5.2 Mobility, Accessibility and Connectivity 5-2
5.3 Safety and Security 5-3
5.4 Maintenance and System Preservation 5-4
5.5 Economic Vitality 5-5
5.6 Environmental Stewardship 5-6
5.7 Land Use and Transportation Integration 5-7
5.8 Financial Feasibility 5-8
5.9 Effective Engagement and Coordination 5-9
6 Federally Mandated Performance Measures & Targets 6-1
6.1 Georgia's Statewide Performance Measure Targets 6-1
6.2 South Carolina's Statewide Performance Measure Targets 6-3
6.3 Transit Asset Management (TAM) Measures and Targets 6-4
7 Project Evaluation Criteria 7-1
7.1 Project Evaluation Criteria Overview 7-1
7.2 Goal 1: Reduce Traffic Congestion and Delay 7-3
7.2.1 Operational Efficiency and Reliability 7-3
7.2.2 LOS and AADT 7-3
7.2.3 Travel Demand Management and Congestion Mitigation 7-4
7.2.4 Intercity Transportation 7-4
7.3 Goal 2: Mobility, Accessibility, and Connectivity 7-6
7.3.1 Urban Core Proximity 7-6
7.3.2 Addresses Public Transportation Improvements 7-6
7.3.3 Supports Bicycles and Pedestrians 7-6
7.4 Goal 3: Safety and Security 7-8
7.4.1 Crashes 7-8
7.4.2 Critical Transportation Network 7-8
7.5 Goal 4: Maintenance and System Preservation 7-9

7.5.1 Improvement to Existing Facilities 7-9
7.5.2 Bridge Sufficiency Rating 7-9
7.5.3 New or Improved Public Transit 7-10
7.5.4 Pavement Quality 7-10
7.6 Goal 5: Economic Vitality 7-11
7.6.1 Employment Density 7-11
7.6.2 Freight Volumes 7-11
7.6.3 Travel and Tourism 7-11
7.7 Goal 6: Environmental Stewardship 7-12
7.7.1 Displacement 7-12
7.7.2 Environment and History 7-12
7.7.3 Emissions Reduction 7-12
7.7.4 Environmental Justice 7-13
7.7.5 Stormwater Impacts 7-13
7.8 Goal 7: Land Use and Transportation Integration 7-15
7.8.1 Growth Projections 7-15
7.9 Goal 8: Financial Feasibility 7-16
7.9.1 Project Readiness 7-16
7.10 Goal 9: Effective Engagement and Coordination 7-17
7.11 Next Steps 7-17

Table of Figures

Figure 3-1. Statewide Goals - GDOT 3-1
Figure 4-1. Community Vision from Public Meetings in October 2019 4-2
Figure 4-2. Public Input on Goals, October 2019 4-3
Figure 4-3. Percent Survey Respondents that Ranked each Factor in Top 5 Priorities, October 2019 4-4
Figure 7-1. ARTS MTP Traditional and Non-Traditional Project Evaluation Criteria 7-1
Figure 7-2. 2050 MTP Goals 7-2

Table of Tables

Table 3-1. Statewide Goals - SCDOT 3-2
Table 6-1. Georgia Statewide Performance Measure Targets for PM1 - Highway Safety 6-1
Table 6-2. Georgia Statewide Performance Measure Targets for PM2 - Pavement and Bridge Condition 6-2
Table 6-3. Georgia Statewide Performance Measure Targets for PM3 - Freight Movement/CMAQ 6-2
Table 6-4. South Carolina Statewide Performance Measure Targets for PM1 – Highway Safety 6-3
Table 6-5. South Carolina Statewide Performance Measure Targets for PM2 - Pavement and Bridge Condition 6-3
Table 6-6. South Carolina Statewide Performance Measure Targets for PM3 - Freight Movement/CMAQ 6-3
Table 6-7. Georgia and South Carolina TAM Performance Targets 6-4
Table 7-1. Metric 1: Improve Operational Efficiency and Reliability (Weight: 3 percent) 7-3
Table 7-2. Metric 2: LOS & AADT (Weight: 6 percent) 7-3
Table 7-3.Metric 3: Travel Demand Management & Congestion Mitigation (Weight: 3 percent) 7-4
Table 7-4. Metric 4: Intercity Transportation (Weight: 3 percent) 7-4
Table 7-5. Metric 5: Urban Core Proximity (Weight: 10 percent) 7-6
Table 7-6. Metric 6: Addresses Public Transportation Improvements (Weight 5 percent) 7-6
Table 7-7. Metric 7: Supports Bicycles and Pedestrians (Weight 5 percent) 7-7
Table 7-8. Metric 8: Crashes (Weight 10 percent) 7-8
Table 7-9. Metric 9: Critical Transportation Network (Weight 5 percent) 7-8
Table 7-10. Metric 10: Improvement to Existing Facilities (Weight 3.75 percent) 7-9
Table 7-11. Metric 11: Bridge Sufficiency Rating (Weight 3.75 percent) 7-9
Table 7-12. Metric 12: New or Improved Public Transit (Weight 3.75 percent) 7-10
Table 7-13. Metric 13: Pavement Quality (Weight 3.75 percent) 7-10
Table 7-14. Metric 14: Employment Density (Weight 5 percent) 7-11
Table 7-15. Metric 15: Freight Volumes (Weight 5 percent) 7-11
Table 7-16. Metric 16: Travel and Tourism (Weight 5 percent) 7-11

Table 7-17. Metric 17: Displacement (Weight 2 percent) 7-12
Table 7-18. Metric 18: Environment and History (Weight 2 percent) 7-12
Table 7-19. Metric 19: Emissions Reduction (Weight 2 percent) 7-12
Table 7-20. Metric 20: Environmental Justice (Weight 2 percent) 7-13
Table 7-21. Metric 21: Stormwater Impacts (Weight 2 percent) 7-13
Table 7-22. Metric 22: Growth Projections (Weight 5 percent) 7-15
Table 7-23. Metric 23: Project Readiness (Weight 5 percent) 7-16

1 Introduction

The 2050 Metropolitan Transportation Plan (MTP) is the official multimodal transportation plan developed and adopted through the metropolitan transportation planning process for the Augusta Regional Transportation Study (ARTS) planning area. The ARTS Metropolitan Planning Organization (MPO) approved its 2040 Long Range Transportation Plan (LRTP) in 2015. That plan will serve as the basis for this plan update. While some priorities from the 2040 LRTP have changed or been achieved, many of the original priorities remain.

The 2050 MTP covers a thirty-year planning horizon and is updated at least once every five years. The MTP can be amended at any time, and the ARTS Policy Committee must approve any update or amendment to the MTP. Interested parties, including the public, have an opportunity to review and comment on the MTP. Projects must be included in the MTP before being placed in the ARTS Transportation Improvement Program (TIP).

The 2050 MTP will refer to the "ARTS planning area," which includes all of Richmond County, the eastern portion of Columbia County, most of Aiken County, and a small portion of Edgefield County. Richmond and Columbia Counties are in Georgia, and Aiken and Edgefield Counties are in South Carolina. See **Technical Report #1** and **Technical Report #2** for a map of the ARTS planning area's boundaries.

The Goals, Objectives, and Measures Report is the third of a series of technical reports updating the 2050 MTP. This report refines and identifies the 2050 MTP Goals, Objectives, and Measures of Effectiveness (GOMs) based on the previous 2040 LRTP, latest federal requirements, statewide guidelines, and public and stakeholder input.

While similar, goals, objectives, and measures of effectiveness are distinct concepts. A **goal** is general, can be abstract, and is hard to measure. It generally addresses a unique theme. An **objective** is a measurable and precise step that can be taken to meet a goal. There can be multiple objectives within a goal. A **measure of effectiveness** quantitatively assesses the degree to which the stated objectives and goals have been achieved.

2 National Guidance & Historical Context

National guidance on goals and objectives is drawn from the Fixing America's Surface Transportation Act (FAST Act), the federal transportation bill signed into law on December 4, 2015. The FAST Act expanded the scope of metropolitan planning processes to include transportation system resilience and reliability, stormwater impacts, and enhancing travel/tourism. Goals from the FAST Act, listed below, served as a guiding framework during the 2050 MTP Goal Setting process.

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on public roads;
- Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair;
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System (NHS);
- System Reliability - To improve the efficiency of the surface transportation system;
- Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment including impacts to air quality; and
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

When the FAST Act was adopted in 2015, it replaced the Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law on July 6, 2012. MAP-21 created the first federal legislation that outlined transportation planning requirements. These goals, referred to as National Planning Factors and listed below, served as the basis for the ARTS MPO's 2040 LRTP.

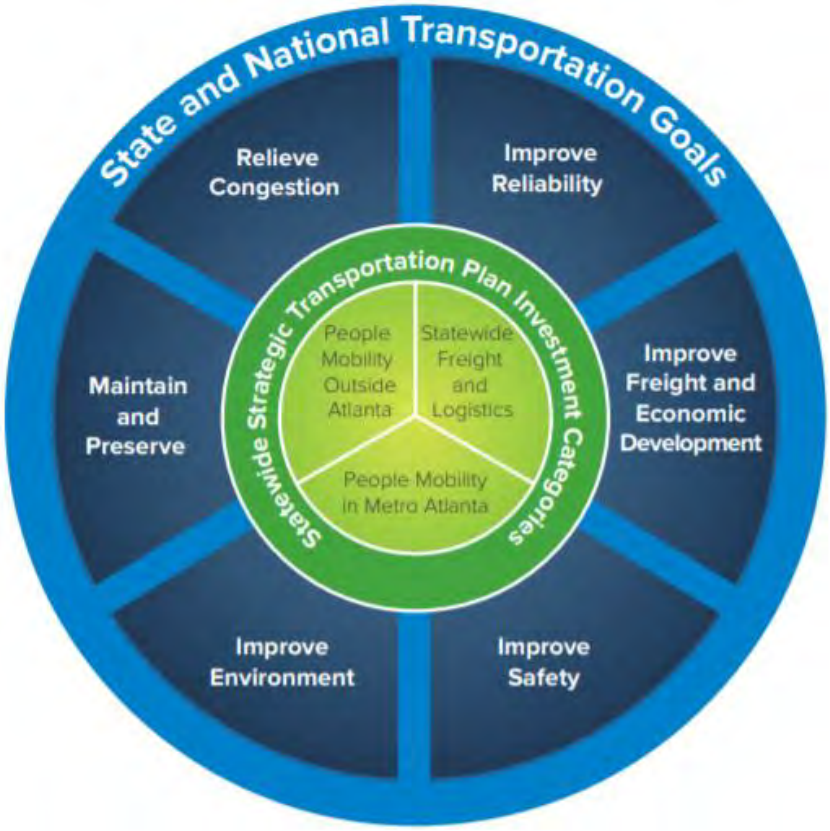
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and,

- Emphasize the preservation of the existing transportation system.

Just as MAP-21's National Planning Factors developed into the FAST Act's goals, the ARTS MPO's stated goals will transition from the 2012 federal guidance, used in the 2040 LRTP, to the 2015 guidance, used in this 2050 MTP.

3 Involvement of State Agencies

Goals from the Georgia and South Carolina Departments of Transportation (GDOT and SCDOT) also served as a reference in the goal setting process for the 2050 MTP. **Figure 3-1.** and **Table 3-1** illustrate GDOT and SCDOT's statewide goals, respectively. Goals from both DOTs offer comparable themes on traffic movement, safety, maintaining the system, protecting the environment, and supporting economic development. While the goals are similar, GDOT specifically highlights freight movement as one of its goals while SCDOT emphasizes equity as a separate goal.



Source: 2040 GDOT Statewide Transportation Plan (2016)

Figure 3-1. Statewide Goals – GDOT

Table 3-1. Statewide Goals - SCDOT

Goal	Description
Mobility and System Reliability	Provide surface transportation infrastructure and services that will advance the efficient and reliable movement of people and goods throughout the state.
Safety and Security	Improve the safety and security of the transportation system by implementing transportation improvements that reduce fatalities and serious injuries as well as enabling effective emergency management operations.
Infrastructure Condition	Maintain surface transportation infrastructure assets in a state of good repair.
Economic and Community Vitality	Provide an efficient and effective interconnected transportation system that is coordinated with state and local planning efforts to support thriving communities and South Carolina's economic competitiveness in global markets.
Environment	Partner to sustain South Carolina's natural and cultural resources by minimizing and mitigating the impacts of state transportation improvements.
Equity	Manage a transportation system that recognizes the diversity of the state and strives to accommodate the mobility needs of all of South Carolina's citizens.

Source: 2040 SCDOT Statewide Multimodal Transportation Plan (2014)

4 Community Vision

Community visioning is an important tool with which the Augusta Regional Transportation Study Metropolitan Planning Organization (ARTS MPO) can define its aspirations and document a roadmap to achievements. The community visioning process entails public and stakeholder engagement and collaboration, fostered through meetings, surveys, and workshops. The community visioning process results in goals and priorities for the future. A community vision describes what the future should look and feel like. Ideally, the community vision creates a sense of ownership of future decision-making and planning processes.

The community visioning process that took place for the 2050 MTP Update informed the document's goals and objectives. The visioning process included discussions with ARTS staff, county leaders, elected officials, and stakeholders to ensure that the new vision and goals maintain the direction established in the previous MTP and respond to changing conditions and federal requirements. The first phase of the visioning and goal setting process took place in September and October 2019 through a series of four public meetings and outreach to groups such as Age Friendly Augusta and neighborhood associations. Community members also provided input during events such as the Arts in Heart of Augusta Festival in September 2019. **There were of 976 attendees among 11 engagement events.** For a detailed report presenting the results of the Fall 2019 visioning period, see **Technical Report #1.**

Participants in public meetings indicated their visions for the ARTS MPO region's transportation future by placing sticky notes on a poster board. The most common visions were for more and improved greenways, transit routes, bike lanes, and sidewalks. People also noted the importance of reducing vehicle congestion and conflict with at-grade rail crossings. Meeting attendees submitted written comments about what they would like to see in the region. These comments were similar to those that appeared on the visioning board (see **Figure 4-1**): people wrote about the importance of bicycle infrastructure and greenway implementation. Additional topics included a need to consider jobs and regional development when thinking about transportation needs.

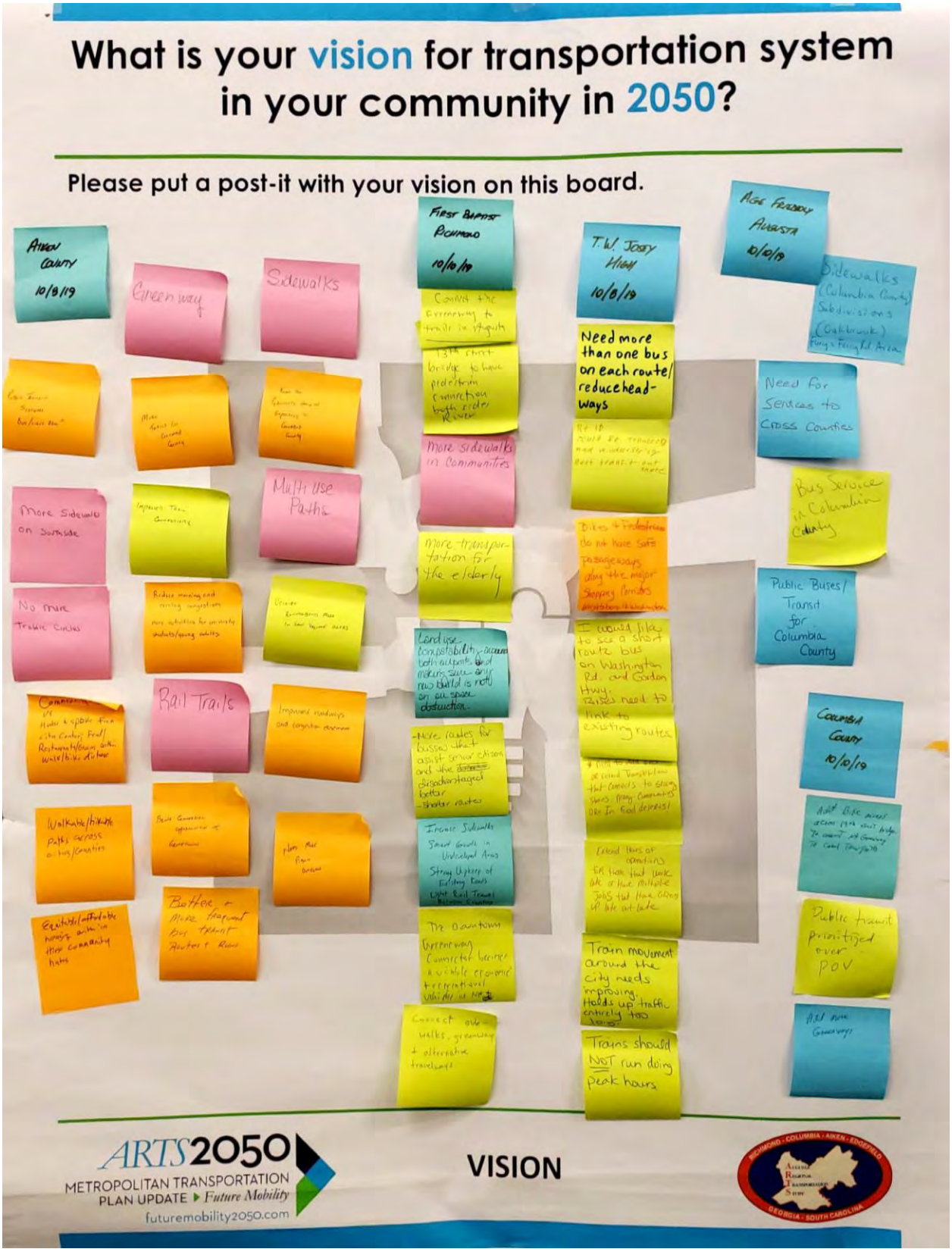


Figure 4-1. Community Vision from Public Meetings in October 2019

When presented with the 11 overarching long range transportation goals, the majority of meeting participants agreed that these are, in fact, priorities. However, some people disagreed with the importance of freight movement, mobility and accessibility, and maintaining the system, as illustrated in **Figure 4-2**.

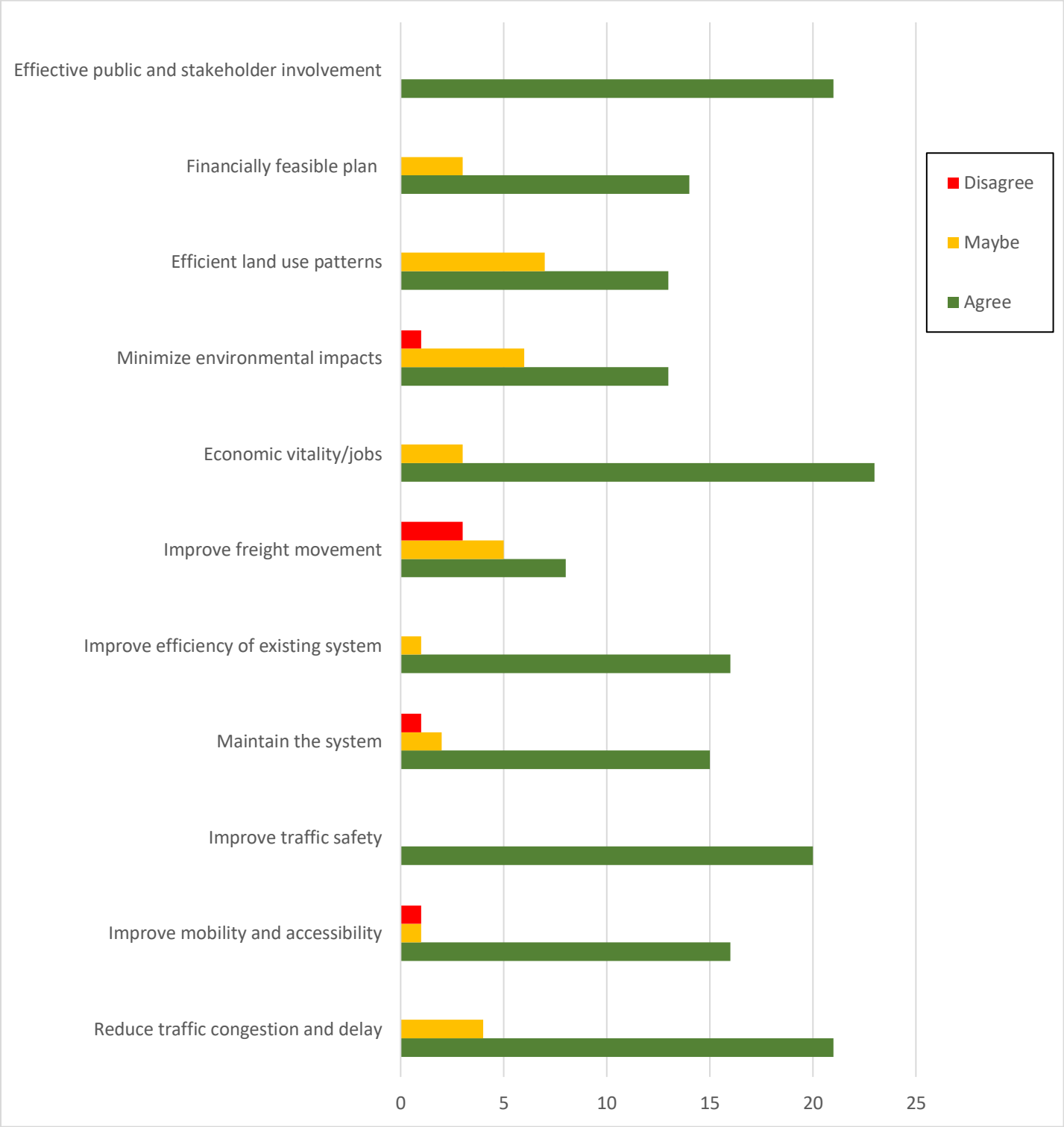


Figure 4-2. Public Input on Goals, October 2019

An online survey tool also collected input. Over 1,000 community members participated in this online survey, which was also made available in digital and paper forms during the in-person public outreach events throughout September and October of 2019.

Figure 4-3 illustrates responses from this survey regarding investment priorities in the ARTS planning area. All seven of the categories presented received responses. Survey responses identified "Improve Safety" and "Reduce Congestion and Delay" as some of the key investment priorities in the region, and nearly one third of the respondents selected these as one of their top two priorities. Most respondents selected "Improve Safety," "Reduce Congestion and Delay," "Boost Economic Potential," "Improve Access to Transit" and "Maintain Existing System" as one of their top 5 investment priorities. Nearly 47 percent of participants added "Connect to Bike/Ped" as one of their top 5 priorities as well. For a detailed report of the Fall 2019 survey results, see **Technical Report #1.**

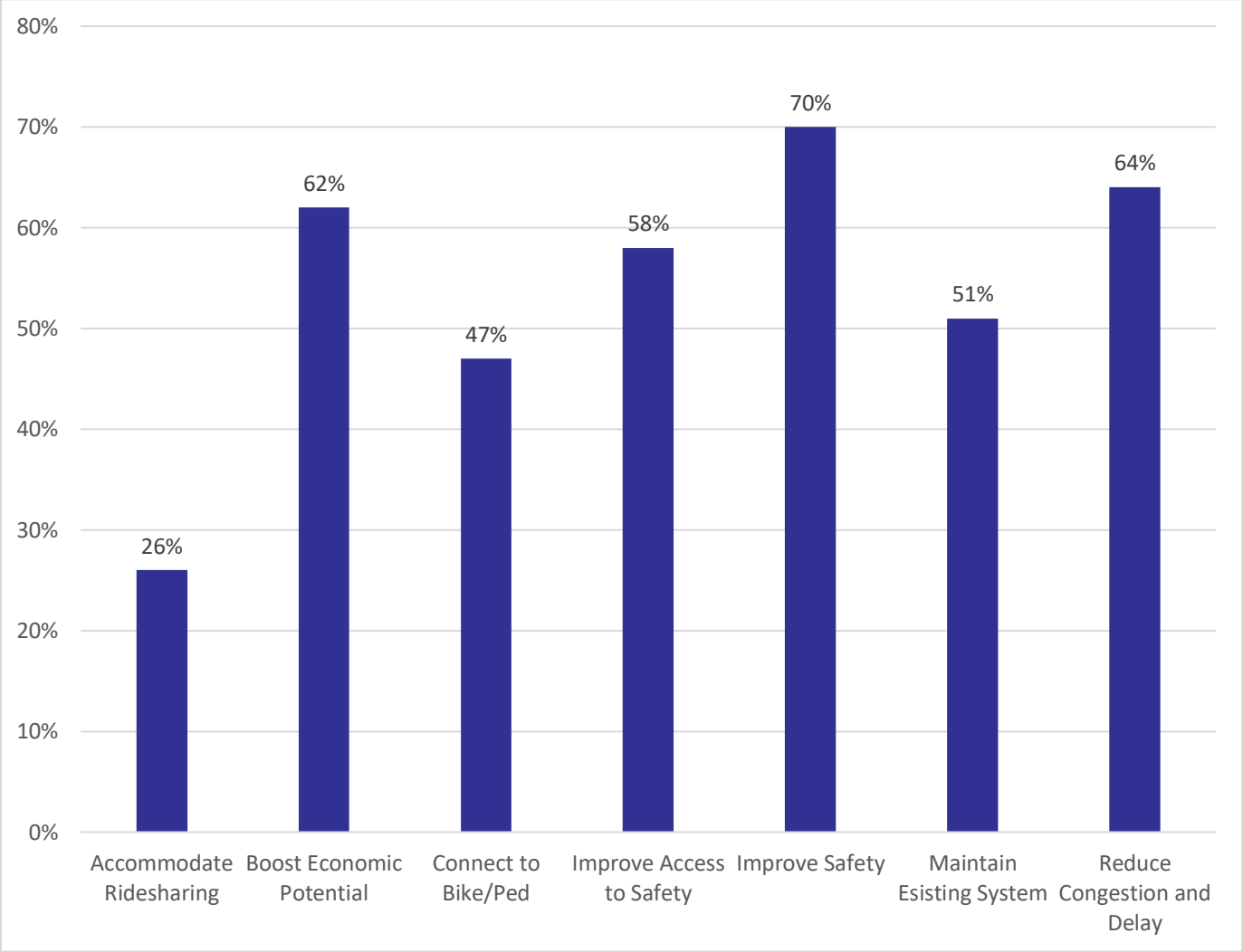


Figure 4-3. Percent Survey Respondents that Ranked each Factor in Top 5 Priorities, October 2019

5 Goals and Objectives

The goals and objectives from the 2040 LRTP were updated for the 2050 MTP Update based on national guidance, statewide frameworks from Georgia and South Carolina, and local vision. This report presents a higher-level vision for transportation infrastructure in the ARTS MPO planning area and includes measures of effectiveness to use when evaluating projects against these goals and objectives. Future phases of the 2050 MTP update process will focus on defined projects and location-specific priorities. The following sections include nine (9) goals identified for the 2050 MTP updated to reflect regional priorities. One or more objectives have then been defined to achieve each goal in this section, then performance measures (or measures of effectiveness) were identified to evaluate the performance of transportation projects for each objective in the next section.

5.1 Reduce Traffic Congestion and Delay

Image source: ARTS MPO Staff

The first goal of the 2050 MTP is to **reduce traffic congestion and delay**. Objectives to achieve this goal include the following:

- Maximize existing transportation facilities through active management and integrated systems in real time.
- Implement projects that improve street network connectivity to provide alternative routes and increase system redundancy.
- Continue to implement and promote strategies and policies such as Transportation Demand Management (TDM), public transit, and alternative transportation modes to reduce demand for single-occupant motor vehicle travel.

- Support regional connectivity and ridesharing through investment in intercity bus service, intercity bus facilities, and commuter vanpool.

5.2 Mobility, Accessibility and Connectivity

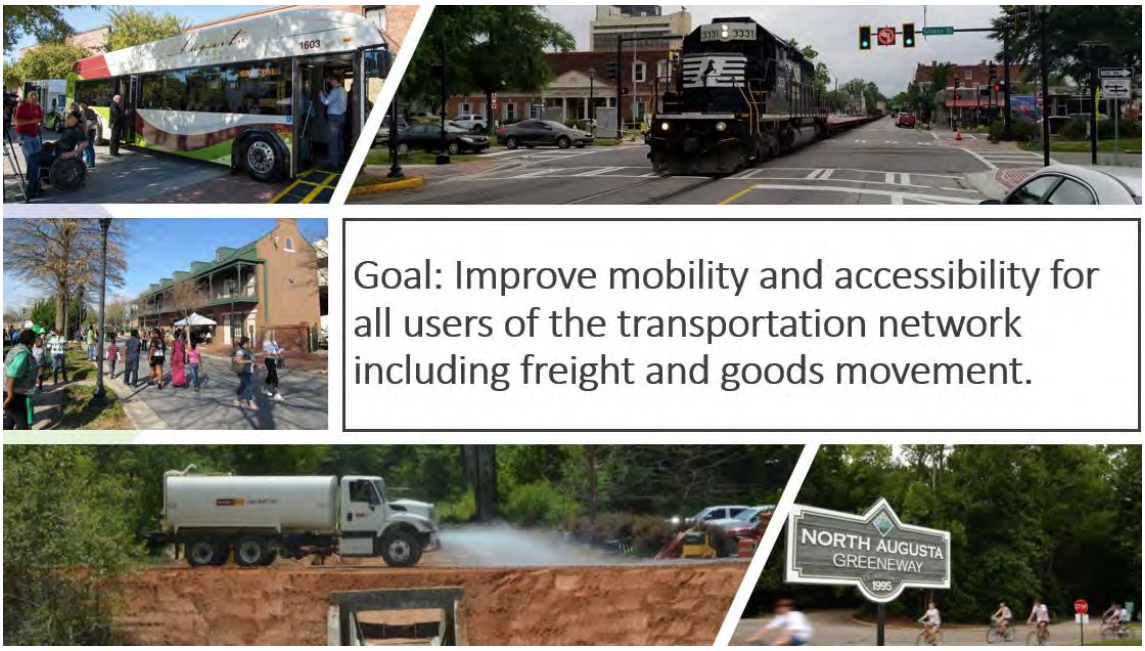


Image source: ARTS MPO Staff

The second goal of the 2050 MTP is to **improve mobility, accessibility, and connectivity for all users of the transportation network including public transit and non-motorized modes**. Objectives to achieve this goal include the following:

- Prioritize transportation improvements that support access to the urban core.
- Increase access, expand, and improve the reliability of public transportation.
- Promote investment in infrastructure for non-motorized modes such as bicycles and pedestrians.

5.3 Safety and Security

Image source: ARTS MPO Staff

The third goal of the 2050 MTP is to **improve traffic safety and improve the security** of transportation systems. Objectives to achieve this goal include the following:

- Reduce the number and severity of crashes, injuries, and fatalities across all modes by coordinating safety improvements with planning initiatives.
- Reduce vulnerability of existing transportation infrastructure to natural disaster by supporting development of regional preparedness plans.
- Continue to educate all users of the transportation network on safety and sharing the road.

5.4 Maintenance and System Preservation

Image source: ARTS MPO Staff

The fourth goal of the 2050 MTP is to **maintain and preserve the existing transportation system** to provide safe and reliable movement of persons and goods/freight. Objectives to achieve this goal include the following:

- Adequately fund routine maintenance and rehabilitation of roadways, pavement, and bridges.
- Provide viable public transportation options to meet daily travel needs.
- Monitor and manage transportation assets to prioritize improvements.

5.5 Economic Vitality

Image source: ARTS MPO Staff

The fifth goal of the 2050 MTP is to **enhance the economic vitality of the region and promote job opportunities**. Objectives to achieve this goal include the following:

- Provide transportation linkages to employment, business, retail activity, and other activity centers.
- Address the needs of the local freight industry and the intermodal movement of goods via rail and truck.
- Promote investments in transportation facilities that provide access to tourist destinations.
- Enhance the visual appeal of transportation facilities.

5.6 Environmental Stewardship

Image source: ARTS MPO Staff

The sixth goal of the 2050 MTP is to **enhance the social and environmental fabric of the region**. Objectives to achieve this goal include the following:

- Minimize disruption or displacement of residential or commercial areas from restructured or new transportation facilities.
- Minimize impact on environmental resources, wetlands, wildlife, historic properties, and water quality.
- Reduce mobile emissions and meet air quality standards with projects including managed lanes, operational projects, transit, and non-motorized vehicles such as bicycles, and pedestrians.
- Serve Environmental Justice populations through direct benefits or access to the project.
- Reduce or mitigate the stormwater impacts of surface transportation.

5.7 Land Use and Transportation Integration

Image source: ARTS MPO Staff

The seventh goal of the 2050 MTP is to **promote efficient land use and development patterns that improve safety and economic vitality to meet existing and future multimodal transportation needs**. Objectives to achieve this goal include the following:

- Provide transportation services that conform with regional and local land use plans.
- Control access to conservation or preservation areas to discourage development.
- Promote redevelopment of the urban fringe through improved accessibility.
- Promote the concentration of future employment and other activity centers along existing and planned major travel corridors.
- Preserve and enhance the natural and built environments through context-sensitive solutions that exercise flexibility and creativity to shape effective transportation solutions.
- Protect adequate rights-of-way in newly developing and redeveloping areas for pedestrian, bicycle, transit, and roadway facilities.

5.8 Financial Feasibility

Image source: ARTS MPO Staff

The eighth goal of the 2050 MTP is to **develop a financially and politically feasible plan** and gain broad support by increasing the safety and security of the transportation system for all users. Objectives to achieve this goal include the following:

- Prioritize projects with high project readiness and available funding.

5.9 Effective Engagement and Coordination

Image source: ARTS MPO Staff

The ninth goal of the 2050 MTP is to **promote effective public and stakeholder engagement and coordinate strategies throughout the planning process**. Objectives to achieve this goal include the following:

- Foster coordination with local, state, and federal partners to implement community priorities.
- In partnership with local communities, equitably and strategically focus resources in areas of need and importance.

6 Federally Mandated Performance Measures & Targets

As required by the current federal transportation legislation, Fixing America's Surface Transportation Act (FAST Act), approved in 2015, MPO's must use a coordinated performance-based planning approach in their MTPs. Each state has established statewide targets for the federally mandated performance measures, PM1 – Highway Safety, PM2 – Pavement and Bridge Condition, and PM3 Freight Movement/Congestion Mitigation Air Quality (CMAQ). Federal regulations also require MPOs to develop a Transit Asset Management Plan (TAM) with the establishment of public transit performance measures and targets.

The following are the FWHA-required performance measures and the associated targets set by Georgia and South Carolina. This section also includes the FTA-required TAM performance measures and targets.

6.1 Georgia's Statewide Performance Measure Targets

This section presents the Georgia Statewide Performance Measure targets for highway safety (**Table 6-1**), pavement and bridges (**Table 6-2**), and freight movement/ CMAQ (**Table 6-3**).

Table 6-1. Georgia Statewide Performance Measure Targets for PM1 - Highway Safety

Performance Measures	Georgia Statewide Performance (5-Year Rolling Average 2012-2016)	Georgia Statewide Performance (5-Year Rolling Average 2013-2017)	2019 Georgia Statewide Performance Target (5-Year Rolling Average 2015-2019)
Number of Fatalities	1,305.2	1376.6	1,655.0
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.148	1.172	1.310
Number of Serious Injuries	17,404.6	23,126.8	24,324.0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	15.348	19.756	18.900
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	1,138.0	978.4	1,126.0

Source: GDOT FY 2018-2021 Statewide Transportation Improvement Program System Performance Report (2018)

Table 6-2. Georgia Statewide Performance Measure Targets for PM2 - Pavement and Bridge Condition

Performance Measures	Georgia Performance (Baseline)	Georgia 2-Year Target (2019)	Georgia 4-Year Target (2021)
Percent of Interstate Pavements in Good Condition	60%	N/A	≥50%
Percent of Interstate Pavements in Poor Condition	4%	N/A	≤5%
Percent of Non-Interstate NHS Pavements in Good Condition	44%	≥40%	≥40%
Percent of Non-Interstate NHS Pavements in Poor Condition	10%	≤12%	≤12%
Percent of NHS Bridges (by Deck Area) in Good Condition	49.1%	≥60%	≥60%
Percent of NHS Bridges (by Deck Area) in Poor Condition	1.35%	≤10%	≤10%

Source: GDOT FY 2018-2021 Statewide Transportation Improvement Program System Performance Report (2018)

Table 6-3. Georgia Statewide Performance Measure Targets for PM3 - Freight Movement/CMAQ

Performance Measures	Georgia Performance (Baseline)	Georgia 2-Year Target (2019)	Georgia 4-Year Target (2021)
Percent of Person-Miles on the Interstate System that are Reliable	80.4%	73.0%	67%
Percent of Person-Miles on the Non-Interstate NHS that are Reliable	84.9%	N/A	81.0%
Truck Travel Time Reliability Index	1.44	1.66	1.78
Annual Hours of Peak Hour Excessive Delay per Capita (PHED)	20.4 Hours	N/A	24.6 Hours
Percent Non-Single Occupancy Vehicle Travel	22.1%	22.1%	22.1%
CMAQ VOC Cumulative Emission Reductions	839.000 kg/day	205.700 kg/day	386.600 kg/day
CMAQ NOx Cumulative Emission Reductions	1,594.000 kg/day	563.300 kg/day	1,085.000 kg/day

Source: GDOT FY 2018-2021 Statewide Transportation Improvement Program System Performance Report (2018)

6.2 South Carolina's Statewide Performance Measure Targets

This section presents the South Carolina Performance Measure targets for highway safety (**Table 6-4**), pavement and bridges (**Table 6-5**), and freight movement/CMAQ (**Table 6-6**).

Table 6-4. South Carolina Statewide Performance Measure Targets for PM1 – Highway Safety

Measure	2016-2020 Targets
Number of Fatalities	1,011
Fatality Rate	1.82
Number of Serious Injuries	2,781
Serious Injury Rate	4.98
Number of Non-Motorized Fatalities and Serious Injuries	380

Source: FAST Act Safety Performance Narrative (2015)

Table 6-5. South Carolina Statewide Performance Measure Targets for PM2 - Pavement and Bridge Condition

Measure	2-Year Target	4-Year Target
Percent of Pavements of the Interstate System in Good Condition	N/A	71.0%
Percent of Pavements of the Interstate System in Poor Condition	N/A	3.0%
Percent of Pavements of the Non-Interstate NHS in Good Condition	14.9%	21.1%
Percent of Pavements of the Non-Interstate NHS in Poor Condition	4.3%	4.6%
Percent of NHS Bridges in Good Condition	42.2%	42.7%
Percent of NHS Bridges in Poor Condition	4.0%	6.0%

Source: FAST Act Safety Performance Narrative (2015)

Table 6-6. South Carolina Statewide Performance Measure Targets for PM3 - Freight Movement/CMAQ

Measure	2-Year Target	4-Year Target
Interstate: Percent of Person-Miles Traveled on the Interstate that are Reliable	91%	90%
Non-Interstate: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	N/A	81%

Source: FAST Act Safety Performance Narrative (2015)

6.3 Transit Asset Management (TAM) Measures and Targets

Federal regulations require MPOs to establish four-year state of good repair transit performance targets specific to the MPO's planning area and through coordination with both public transit agencies serving the existing MPO area for the selection of such performance targets. In September of 2019, ARTS MPO adopted the following Augusta Transit performance targets as selected from the State of Georgia Group Transit Asset Management Plan and the Lower Savannah Council of Governments (LSCOG) performance targets developed on behalf of the Best Friend Express of Aiken County. These set of TAM targets, shown in **Table 6-7**, are being incorporated to this MTP update.

Table 6-7. Georgia and South Carolina TAM Performance Targets

Asset Category/Class	Performance Measures	Georgia's Augusta Transit FY 19-22 Targets	South Carolina's LSCOG FY 17-21 Targets
Rolling Stock	Age - % of revenue vehicles within a particular asset class that have met or exceed their Useful Life Benchmark (ULB)	Bus: 15% Cutaway: 10%	14 passenger Cutaway: 20%*
Equipment	Age - % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Automobile: 55% Trucks and other Rubber Tire Vehicle: 55%	N/A
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale.	Administration: 25% Maintenance: 25% Passenger/Parking Facilities: 10%	Administration: 0%

* LSCOG has a fleet of 5 revenue vehicles; therefore, only one vehicle would represent 20%.

7 Project Evaluation Criteria

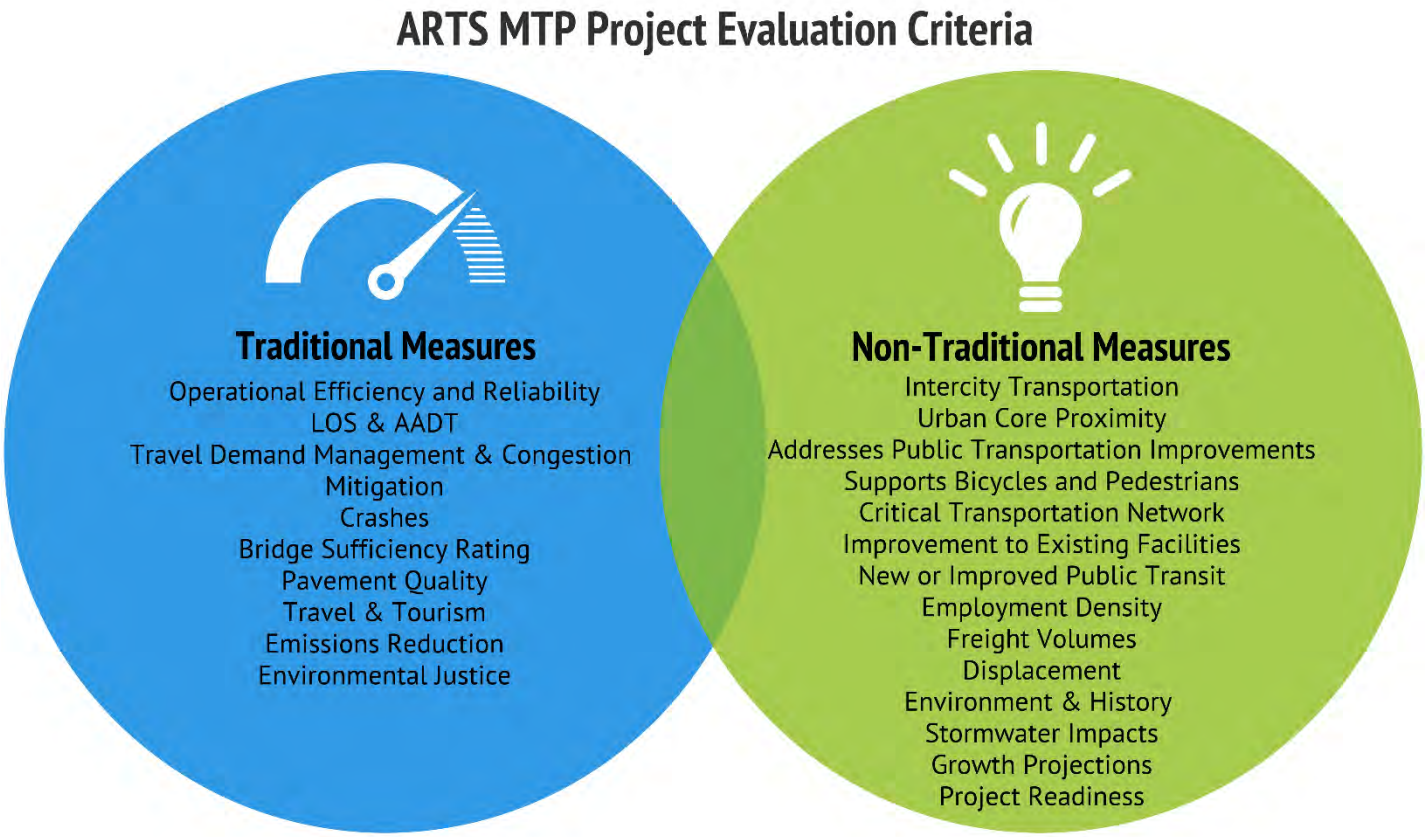
7.1 Project Evaluation Criteria Overview

The 2050 MTP Goals and Objectives were selected to align with the Community Vision. Once the Goals and Objectives were defined, the following project evaluation criteria were identified to measure individual projects' ability to work towards achieving the Goals and Objectives as well as the statewide performance measure targets.

As described in the section above, the project evaluation criteria align with the Community Vision and the Plan's Goals and Objectives. Project evaluation criteria were developed for eight out of nine goals. Goal 9, Effective Engagement and Coordination, is a policy-level and study goal rather than project-specific goal, and therefore does not have corresponding project evaluation criteria. Similarly, some of the objectives are established for the policy level and are not applicable for evaluating individual projects. Therefore, such objectives do not have associated project evaluation criteria.

The project evaluation criteria include both traditional and non-traditional metrics. Traditional metrics include congestion measures such as volume/capacity (V/C) ratio and Level of Service (LOS) that attempt to "solve congestion" and are important for assessing overall traffic congestion. Additionally, several non-traditional project evaluation criteria were identified that reflect public preference and TDM targets, as shown in the figure below.

Figure 7-1. ARTS MTP Traditional and Non-Traditional Project Evaluation Criteria



Further detail on each project evaluation criteria (measure of effectiveness) is provided below. The scores reflect the weighting for the overall score.

Figure 7-2. 2050 MTP Goals

7.2 Goal 1: Reduce Traffic Congestion and Delay

GOAL 1

REDUCE TRAFFIC CONGESTION & DELAY

Goal 1, Reduce Traffic Congestion and Delay, includes four project evaluation criteria – three quantitative and one qualitative. The measures are: Operational Efficiency and Reliability; Level of Service (LOS) and Annual Average Daily Traffic (AADT); Travel Demand Management and Congestion Mitigation; and Intercity Transportation. Further detail on each metric is provided below.

7.2.1 Operational Efficiency and Reliability

Under this evaluation metric, projects receive scores based on whether the project type is anticipated to manage and integrate systems, improve traffic operations and safety, provide accurate real-time information and reduce the demand for single occupant motor vehicle travel. The specific scoring criteria are shown in **Table 7-1**. This metric accounts for 3 percent of the overall project score.

Table 7-1. Metric 1: Improve Operational Efficiency and Reliability (Weight: 3 percent)

Project Type	Score	Final Score Used in the Ranking
Widening	0	0
Operational	100	100*3% = 3
Intersection	100	100*3% = 3
Transit	0	0
Extension	0	0
Bridge	0	0
HOV	0	0
ATMS/ITS	100	100*3% = 3
Railroad	0	0
Pedestrian/Bicycle	0	0
Aviation	0	0
Safety	100	100*3% = 3
Freight	0	0

7.2.2 LOS and AADT

Under this evaluation metric, projects receive scores based on a two-part measure. If the project type is anticipated to promote the reduction of travel delay and congestion, then it gets a score based on the roadway's volume to capacity (V/C) ratio and Average Annual Daily Traffic (AADT). The specific scoring criteria are shown in **Table 7-2**. This metric accounts for 6 percent of the overall project score.

Table 7-2. Metric 2: LOS & AADT (Weight: 6 percent)

Criteria 1: Project Type	Yes/No	Final Score Used in the Ranking
Widening	yes	See criteria 2 below
Operational	yes	See criteria 2 below
Intersection	yes	See criteria 2 below
Transit	no	0
Extension	yes	See criteria 2 below
Bridge	yes	See criteria 2 below
HOV	yes	See criteria 2 below
ATMS/ITS	yes	See criteria 2 below
Railroad	no	0
Pedestrian/Bicycle	no	0

Criteria 1: Project Type	Yes/No	Final Score Used in the Ranking
Aviation	no	0
Safety	no	0
Freight	no	0
Criteria 2: Data Range (if Project Type = yes)	**Score**	**Final Score Used in the Ranking**
V/C >=1 & V >=10,000	100	100*6% = 6
V/C >=1 & V <10,000	66.6	66.6*6% = 4
1> V/C >=0.75	33.3	33.3*6% = 2
V/C <0.75	0	0

7.2.3 Travel Demand Management and Congestion Mitigation

Under this evaluation metric, projects receive scores based on whether the project type is related to travel demand management, mass transit, or alternative transportation to help reduce single-occupant vehicle trips and thereby mitigate congestion. The specific scoring criteria are shown in **Table 7-3**. This metric accounts for 3 percent of the overall project score.

Table 7-3.Metric 3: Travel Demand Management & Congestion Mitigation (Weight: 3 percent)

Project Type	Score	Final Score Used in the Ranking
Widening	0	0
Operational	0	0
Intersection	0	0
Transit	100	100*3% = 3
Extension	0	0
Bridge	0	0
HOV	100	100*3% = 3
ATMS/ITS	0	0
Railroad	0	0
Pedestrian/Bicycle	100	100*3% = 3
Aviation	0	0
Safety	0	0
Freight	0	0

7.2.4 Intercity Transportation

Under this evaluation metric, projects receive scores based on whether they provide for intercity transportation facilities. The specific scoring criteria are shown in **Table 7-4**. This metric accounts for 3 percent of the overall project score.

Table 7-4. Metric 4: Intercity Transportation (Weight: 3 percent)

Project Type	Score	Final Score Used in the Ranking
Widening	no	0
Operational	no	0
Intersection	no	0
Transit	100	100*3% = 3
Extension	no	0
Bridge	no	0
HOV	no	0
ATMS/ITS	no	0
Railroad	no	0
Pedestrian/Bicycle	no	0

Project Type	Score	Final Score Used in the Ranking
Aviation	no	0
Safety	no	0
Freight	no	0

7.3 Goal 2: Mobility, Accessibility, and Connectivity

GOAL 2

MOBILITY, ACCESSIBILITY, & CONNECTIVITY

Goal 2, Mobility, Accessibility, and Connectivity includes three performance measures – one quantitative and two qualitative. The measures are: Urban Core Proximity; Addresses Public Transportation Improvements; and Supports Bicycles and Pedestrians. Further detail on each measure is provided below.

7.3.1 Urban Core Proximity

Under this evaluation metric, projects receive scores based on whether they are located within the urban core (yes or no), regardless of project type. The specific scoring criteria are shown in **Table 7-5**. This metric accounts for 10 percent of the overall project score.

Table 7-5. Metric 5: Urban Core Proximity (Weight: 10 percent)

Criteria	Score	Final Score Used in the Ranking
Located in Urban Core	100	100*10% = 10
Not Located in Urban Core	0	0

7.3.2 Addresses Public Transportation Improvements

Under this evaluation metric, projects receive scores based on whether they are of a project type that addresses public transportation routing, scheduling, or system improvements. The specific scoring criteria are shown in **Table 7-6**. This metric accounts for 5 percent of the overall project score.

Table 7-6. Metric 6: Addresses Public Transportation Improvements (Weight 5 percent)

Project Type	Score	Final Score Used in the Ranking
Widening	0	0
Operational	0	0
Intersection	0	0
Transit	100	100*5% = 5
Extension	0	0
Bridge	0	0
HOV	0	0
ATMS/ITS	0	0
Railroad	0	0
Pedestrian/Bicycle	0	0
Aviation	0	0
Safety	0	0
Freight	0	0

7.3.3 Supports Bicycles and Pedestrians

Under this evaluation metric, projects receive scores based on whether they are of a type that includes bicycle lane facilities (marked shared lanes, paved shoulders, bicycle lanes, shared use paths, etc.), mid-block crossings, sidewalks, curb ramps, multi-use trails, or other bicycle- or pedestrian-related improvement types. Projects will receive additional points for providing both bicycle and pedestrian facilities and for providing separated multi-use trails. The specific scoring criteria are shown in **Table 7-7**. This metric accounts for 5 percent of the overall project score.

Table 7-7. Metric 7: Supports Bicycles and Pedestrians (Weight 5 percent)

Project Type	Score	Final Score Used in the Ranking
Widening	0	0
Operational	0	0
Intersection	0	0
Transit	0	0
Extension	0	0
Bridge	0	0
HOV	0	0
ATMS/ITS	0	0
Railroad	0	0
Pedestrian/Bicycle	100	100*5% = 5
Aviation	0	0
Safety	0	0
Freight	0	0

7.4 Goal 3: Safety and Security

GOAL 3
SAFETY & SECURITY

Goal 3, Improve Traffic Safety and Transportation System Security, includes two quantitative performance measures. The measures are: Crashes and Critical Transportation Network. Further detail on each measure is provided below.

Goal 3 also includes objectives that are policy-level recommendations and therefore do not have specific performance measures associated with them. The objectives are:

- Coordinates safety improvements with planning initiatives.
- Improve transportation system resiliency (when (re)constructing roads, highways, and bridges).

7.4.1 Crashes

Under this evaluation metric, projects located on roadways with high crash rates receive higher scores. Additional points are added for projects located where a fatality has occurred, as these are considered high-priority areas for improvements. If a project is in a place where at least one fatality has occurred, the project will receive a minimum score of 6 or the score based on crash rate, whichever is greater. If the project is in a place where more than one fatality has occurred, it automatically gets the maximum score of 10. The specific scoring criteria are shown in **Table 7-8**. This metric accounts for 10 percent of the overall project score.

Table 7-8. Metric 8: Crashes (Weight 10 percent)

Criteria 1: Crash Rate (crashes/mile)	Score	Final Score Used in the Ranking
> = 100	100	100*10% = 10
< 100 and >=75	80	80*10% = 8
< 75 and >=50	60	60*10% = 6
< 50 and >=25	40	40*10% = 4
< 25	20	20*10% = 2
Not a safety-related project	0	0
Criteria 2: Fatality	**Minimum Score if Number of Fatalities > 0**	**Final Score Used in the Ranking**
1	> = 60	6 or score from criteria 1 (whichever is greater)
> 1	100	10

7.4.2 Critical Transportation Network

Under this evaluation metric, projects will be evaluated based on whether they are located along the Department of Defense's Strategic Highway Network (STRAHNET). The specific scoring criteria are shown in **Table 7-9**. This metric accounts for 5 percent of the overall project score.

Table 7-9. Metric 9: Critical Transportation Network (Weight 5 percent)

Criteria	Score	Final Score Used in the Ranking
Located on STRAHNET	100	100*5% = 5
Not Located on STRAHNET	0	0

7.5 Goal 4: Maintenance and System Preservation

GOAL 4

MAINTENANCE & SYSTEM PRESERVATION

Goal 4, Maintain and Preserve the Existing Transportation System, includes four performance measures – two quantitative and two qualitative. The measures are: Improvement to Existing Facilities; Bridge Sufficiency Rating; New or Improved Public Transit; and Pavement Quality. Further detail on each measure is provided below.

7.5.1 Improvement to Existing Facilities

Under this evaluation metric, projects receive scores based on whether they are intended to improve or sustain the conditions of existing transportation facilities in order that it may still operate under good conditions. The specific scoring criteria are shown in **Table 7-10**. This metric accounts for 3.75 percent of the overall project score.

Table 7-10. Metric 10: Improvement to Existing Facilities (Weight 3.75 percent)

Project Type	Score	Final Score Used in the Ranking
Widening	0	0
Operational	0	0
Intersection	0	0
Transit	0	0
Extension	0	0
Bridge	100	100*3.75% = 3.75
HOV	0	0
ATMS/ITS	0	0
Railroad	100	100*3.75% = 3.75
Pedestrian/Bicycle	0	0
Aviation	100	100*3.75% = 3.75
Safety	100	100*3.75% = 3.75
Freight	0	0

7.5.2 Bridge Sufficiency Rating

Under this evaluation metric, projects receive scores based on Bridge Sufficiency Ratings. The thresholds for low, medium, and high scores are based on federal repair/replacement funding thresholds. Therefore, projects with lower sufficiency ratings receive higher scores on this measure. The specific scoring criteria are shown in the **Table 7-11**. This metric accounts for 3.75 percent of the overall project score.

Table 7-11. Metric 11: Bridge Sufficiency Rating (Weight 3.75 percent)

Data Range	Raw Score	Final Score Used in the Ranking
Sufficiency rating < 10	100	100*3.75% = 3.75
Sufficiency rating 10-19	90	90*3.75% = 3.375
Sufficiency rating 20-29	80	80*3.75% = 3
Sufficiency rating 30-39	70	70*3.75% = 2.625
Sufficiency rating 40-49	60	60*3.75% = 2.25
Sufficiency rating 50-59	50	50*3.75% = 1.875
Sufficiency rating 60-69	40	40*3.75% = 1.5
Sufficiency rating 70-79	30	30*3.75% = 1.125
Sufficiency rating ≥ 80	0	0
Non-bridge project	0	0

7.5.3 New or Improved Public Transit

Under this evaluation metric, projects receive scores based on whether they are of a project type that includes new transit routes, facilities, and systems and improvements to existing facilities and systems. The specific scoring criteria are shown in **Table 7-12**. This metric accounts for 3.75 percent of the overall project score.

Table 7-12. Metric 12: New or Improved Public Transit (Weight 3.75 percent)

Project Type	Raw Score	Final Score Used in the Ranking
Widening	0	0
Operational	0	0
Intersection	0	0
Transit	100	100*3.75%=3.75
Extension	0	0
Bridge	0	0
HOV	0	0
ATMS/ITS	0	0
Railroad	0	0
Pedestrian/Bicycle	0	0
Aviation	0	0
Safety	0	0
Freight	0	0

7.5.4 Pavement Quality

Under this evaluation metric, projects will be evaluated on the International Roughness Index (IRI). The specific scoring criteria are shown in **Table 7-13**. This metric accounts for 3.75 percent of the overall project score.

Table 7-13. Metric 13: Pavement Quality (Weight 3.75 percent)

Project Type	Score	Final Score Used in the Ranking
On Roadways with IRI > 170	100	100*3.75% = 3.75
Otherwise	0	0

7.6 Goal 5: Economic Vitality

GOAL 5

ECONOMIC VITALITY

Goal 5, Enhance the Economic Vitality of the Region, includes three quantitative performance measures. The measures are: Employment Density; Freight Volumes; and Travel and Tourism. Goal 5 also includes one policy-level objective that does not have a specific performance measure associated with it (i.e., Enhance the appearance of transportation facilities whenever possible). Further detail on each measure is provided below.

7.6.1 Employment Density

Under this evaluation metric, projects receive scores based on the employment density around the project. The specific scoring criteria are shown in **Table 7-14**. This metric accounts for 5 percent of the overall project score.

Table 7-14. Metric 14: Employment Density (Weight 5 percent)

Employment Density (Jobs/sq. mile)	Score	Final Score Used in the Ranking
>= 3	100	100*5% = 5
>= 2 and < 3	80	80*5% = 4
>= 1 and < 2	60	60*5% = 3
Employment Density (Jobs/sq. mile)	Score	Final Score Used in the Ranking
>= 0.2 and < 1	40	40*5% = 2
< 0.2	0	0

7.6.2 Freight Volumes

Under this evaluation metric, projects receive scores (low, medium, or high) based on the level of truck traffic on the roadway where the project is located. The specific scoring criteria are shown in **Table 7-15**. This metric accounts for 5 percent of the overall project score.

Table 7-15. Metric 15: Freight Volumes (Weight 5 percent)

Truck Volume (trucks/day)	Score	Final Score Used in the Ranking
>10,000	100	100*5% = 5
> 2,500 and <= 10,000	60	60*5% = 3
<= 2,500	20	20*5% = 1

7.6.3 Travel and Tourism

Under this evaluation metric, projects receive scores based on whether they are around activity, travel, or tourism locations. The specific scoring criteria are shown in **Table 7-16**. This metric accounts for 5 percent of the overall project score.

Table 7-16. Metric 16: Travel and Tourism (Weight 5 percent)

Criteria	Score	Final Score Used in the Ranking
Within ½ mile of an activity, travel, or tourism location	100	100*5% = 5
Not within ½ mile of an activity, travel, or tourism location	0	0

7.7 Goal 6: Environmental Stewardship

GOAL 6

ENVIRONMENTAL STEWARDSHIP

Goal 6, Enhance the Social and Environmental Fabric of the Region, includes five individual performance measures – two quantitative and three qualitative. The measures are: Displacement; Environment and History; Emissions Reduction; Environmental Justice; and Stormwater Impacts. Further detail on each measure is provided below.

7.7.1 Displacement

Under this evaluation metric, projects receive a score of low, medium, or high, based on the anticipated level of disruption or displacement that may potentially take place. The projects' proximity to residential and commercial locations is assessed under this performance measure. Projects with lower anticipated impact receive a higher score. The specific scoring criteria are shown in **Table 7-17.** This metric accounts for 2 percent of the overall project score.

Table 7-17. Metric 17: Displacement (Weight 2 percent)

Displacement Potential	Score	Final Score Used in the Ranking
Low	100	100*2% = 2
Medium	50	50*2% = 1
High	0	0

7.7.2 Environment and History

Under this evaluation metric, projects receive scores based on whether they are located within a historical or environmentally sensitive buffer area. The specific scoring criteria are shown in **Table 7-18**. This metric accounts for 2 percent of the overall project score.

Table 7-18. Metric 18: Environment and History (Weight 2 percent)

Criteria	Score	Final Score Used in the Ranking
Environmental feature within 150 ft	100	100*2% = 2
No environmental feature within 150 ft	0	0

7.7.3 Emissions Reduction

Under this evaluation metric, projects receive scores based on the degree to which they are anticipated to achieve these outcomes (low, medium, high), based on project type. The specific scoring criteria are shown in **Table 7-19**. This metric accounts for 2 percent of the overall project score.

Table 7-19. Metric 19: Emissions Reduction (Weight 2 percent)

Project Type	Score	Final Score Used in the Ranking
Widening	0	0
Operational	100	100*2% = 2
Intersection	100	100*2% = 2
Transit	100	100*2% = 2
Extension	0	0
Bridge	0	0
HOV	100	100*2% = 2
ATMS/ITS	0	0
Railroad	0	0
Pedestrian/Bicycle	100	100*2% = 2

Project Type	Score	Final Score Used in the Ranking
Aviation	0	0
Safety	0	0
Freight	0	0

7.7.4 Environmental Justice

Under this evaluation metric, projects receive scores based on a two-part measure. One measure is the percent of census tracts (CTs) exceeding the MPO average for each Environmental Justice (EJ) category around each project, and the other is the number of different EJ categories around each project. A project gets two scores from the two measures, and the higher score is selected as the final score. The specific scoring criteria are shown in **Table 7-20**. This metric accounts for 2 percent of the overall project score.

Table 7-20. Metric 20: Environmental Justice (Weight 2 percent)

Criteria 1: Percent of CTs exceeding MPO average for each EJ category within half-mile of project	Score	Final Score Used in the Ranking
>0.85 and <= 1	100	100*2% = 2
>0.7 and <=0.85	80	80*2% = 1.6
>0.5 and <= 0.7	60	60*2% = 1.2
>0 and <= 0.5	20	20*2% = 0.4
0	0	0
Criteria 2: Number of different EJ categories within half-mile of project	**Score**	**Final Score Used in the Ranking**
5	100	100*2% = 2
4	80	80*2% = 1.6
3	60	60*2% = 1.2
2	40	40*2% = 0.8
1	20	20*2% = 0.4
0	0	0

7.7.5 Stormwater Impacts

Under this evaluation metric, projects receive a score based on whether they are of a project type that is anticipated to improve stormwater impacts (yes or no). The specific scoring criteria are shown in **Table 7-21**. This metric accounts for 2 percent of the overall project score.

Table 7-21. Metric 21: Stormwater Impacts (Weight 2 percent)

Project Type	Score	Final Score Used in the Ranking
Widening	0	0
Operational	0	0
Intersection	0	0
Transit	100	100*2% = 2
Extension	0	0
Bridge	0	0
HOV	100	100*2% = 2
ATMS/ITS	0	0
Railroad	0	0

Project Type	Score	Final Score Used in the Ranking
Pedestrian/Bicycle	100	100*2% = 2
Aviation	0	0
Safety	0	0
Freight	0	0

7.8 Goal 7: Land Use and Transportation Integration

GOAL 7

LAND USE/TRANSPORTATION INTEGRATION

Goal 7, Promote Efficient Land Use and Development Patterns to Meet Existing and Future Multimodal Transportation Needs, includes one quantitative performance measure: Growth Projections. Further detail is provided below.

Goal 7 also includes objectives that are policy-level recommendations and therefore do not have specific performance measures associated with them. The objectives are:

- Discourage development in conservation or preservation areas by limiting access to those areas.
- Promote redevelopment of the urban fringe through improved accessibility.
- Promote the concentration of future employment and other activity centers along existing and planned major travel corridors.
- Preserve and enhance the natural and built environments through context sensitive solutions that exercise flexibility and creativity to shape effective transportation solutions.
- Protect adequate rights-of-way in newly developing and redeveloping areas for pedestrian, bicycle, transit, and roadway facilities.

7.8.1 Growth Projections

Under this evaluation metric, projects receive a score based on the expected population growth of the area by 2050. The specific scoring criteria are shown in **Table 7-22**. This metric accounts for 5 percent of the overall project score.

Table 7-22. Metric 22: Growth Projections (Weight 5 percent)

2050 Population and Employment Growth within half-mile of each Project	Score	Final Score Used in the Ranking
>=5,000	100	100*5% = 5
>=2,500 and < 5,000	80	80*5% = 4
>=1,000 and < 2,500	60	60*5% = 3
>=500 and <1,000	40	40*5% = 2
>=100 and <500	20	20*5% = 1
<100	0	0

7.9 Goal 8: Financial Feasibility

GOAL 8
FINANCIAL FEASIBILITY

Under Goal 8, Develop a Financially and Politically Feasible Plan, one qualitative performance measure, Project Readiness, is included. Further detail is provided below.

7.9.1 Project Readiness

Under this evaluation metric, projects receive a score based on whether they are in progress and have allocated funding secured (yes or no). The specific scoring criteria are shown in **Table 7-23**. This metric accounts for 5 percent of the overall project score.

Table 7-23. Metric 23: Project Readiness (Weight 5 percent)

Criteria	Score	Final Score Used in the Ranking
Have allocated funding	100	100*5% = 5
Have no allocated funding	0	0

7.10 Goal 9: Effective Engagement and Coordination

GOAL 9

EFFECTIVE ENGAGEMENT AND COORDINATION

Goal 9, Promote Effective Engagement and Coordination, and its associated objectives are policy-level ideas and therefore do not have specific performance measures associated with them. These objectives are:

- Foster coordination with local, state and federal partners to implement community priorities.
- In partnership with local communities, equitably and strategically focus resources in areas of need and importance.

7.11 Next Steps

These project evaluation criteria for each goal will be used to prioritize the Universe of Projects (fiscally unconstrained projects). Technical Report #4 Project Prioritization Process defines how each project will receive a raw score that is determined by each evaluation criteria described in this report.