

Prioritization Process for *Communities in Motion 2050*

State and Local Roadway Systems

Assumptions:

- Funded projects submitted by local agencies are considered funded and included in a plan as funded.
 - If any agency plans to apply for federal-aid funding (formula or competitive), the project should be listed in "Bin 1" of long-term funded projects (approximately 2030-2035) or the unfunded list.
- The description of a corridor will be developed based on the Complete Network Policy.
 - Major corridors will include consideration of all modes.
 - Non-capacity improvement strategies identified in the Congestion Management Process are considered first before capacity improvements.
- The main emphasis of the prioritization process is to help meet the regional goals of the long-range transportation plan. *Communities in Motion 2050* (CIM 2050) includes high-capacity transit service by 2050.

Process:

- Build the foundation.
 - Determine what is currently expected to be funded through 2050.
 - To be considered, the project must have a cost estimate and brief description and listed in a Capital Improvement Plan (or similar) when possible.
- Use COMPASS policies and planning strategies to guide the overall process.
 - CIM 2050 funding policy
 - Complete Network Policy
 - Congestion Management Process
- Seek assistance from COMPASS workgroups for corridors and projects that do not fit into the roadway-based scoring process.
 - Public Transportation Workgroup
 - Prioritize unfunded groups of projects
 - Active Transportation Workgroup
 - Prioritize pathways for appropriate build-out progression
- Conduct technical analysis for the roadway system (including some public transportation).
 - Determine system deficiencies based on the 2050 population growth and the foundation funded system.
 - Apply to long-term funded projects:
 - Using the 2030 official model (2030 growth on official 2030 network – regional transportation improvement program plus Ada County Highway District's 2026 to 2030 Capital Improvement Plan)
 - Is it deficient in 2030?
 - a. Yes – project goes in Bin 1
 - b. No – is it deficient in 2035?
 - i. Yes – project goes in Bin 2
 - ii. No – is it deficient in 2040?
 1. Yes – project goes in Bin 3
 2. No – goes in Bin 4.
 - Additional technical analysis and scoring metrics (see below)
 - Projects in Funded Bin 1 – to ensure timeliness of need and that needs meet goals in CIM 2050
 - Projects on unfunded list – to determine that needs meet goals in CIM 2050 and determine priority

Lists of Priorities:

- State Roadway System
 - Arterial or above
 - Prioritized with scoring metrics
 - Will include other modes along the corridor, as identified in the Complete Network Policy (e.g., automobile, public transportation, freight, bicycle/pedestrian)
- Local Roadway System
 - Arterial or above
 - Prioritized with scoring metrics
 - Will include other modes along the corridor, as identified in the Complete Network Policy (e.g., automobile, public transportation, freight, bicycle/pedestrian)

Scoring Metrics for the State and Local Roadway Systems:

- CIM 2050 Goals
 - Through technical analyses, determine to what extent proposed improvements would help the corridor meet the four overarching goals of CIM 2050:
 - Safety
 - Economic Vitality
 - Convenience
 - Quality of Life
 - The breakout of the types of information measured for this analysis are provided below.

Safety	Convenience
Bike Level of Traffic Stress	15 Minute Accessibility by Car
Bike/Ped Trips	30 Minute Accessibility by Bus
Crashes	30 Minute Accessibility by Car
Pedestrian Level of Service	60 Minute Accessibility by Bus
Economic Development	Bike Access to Parks
Auto Speed	Bus Trips
Congestion/Reliability Levels for Cars	Pedestrian Access to Parks
Congestion/Reliability Levels for Trucks	Quality of Life
Cracking Improved (VMT)	Air Pollution
Deficient Bridges Improved (Vol)	CIM 2050 Vision Consistency
Induced Rural Infrastructure Costs	Environmental Justice
Rutting Improved (VMT-inches)	Induced Farmland Development
Truck Speed	Noise Pollution
Truck VMT	

- Points equal 100 per category, with the total being an average of the four categories. (Maximum possible: 100 points)
- Technical Analysis
 - Calculate the difference (delta) between the overall foundation system with the improved corridor not included to the overall system with the improved corridor included in the following categories:
 - Vehicle Miles Traveled
 - Congested Vehicle Miles Traveled
 - Hours of Delay
 - Divide the delta amounts equally (by number) and determine a high (30 points), medium (20 points), and low (10 points), with the total being an average of the three categories. (Maximum possible: 30 points)

- Ranking
 - Based on the total of the CIM 2050 goals and technical analysis
 - Separated by state system and local system roadway projects
 - Maximum possible: 130 points
 - An initial ranking will be based on the scoring system, created by the sponsor agency and COMPASS staff through the scoring metrics
 - Final ranking will be based on additional examination and discussion by RTAC and the COMPASS Board of Directors

Review Materials for the State and Local Roadway Systems:

- Project Description:
 - With the assistance of the sponsor jurisdiction, a project description will be developed to provide a high-level description of the corridor and needed improvements within the corridor.
 - The initial ranking will be determined using the scoring metrics above. This will change to "final" after Board of Directors' action.
 - See example labeled Sample 1 attached.
- Score Sheet:
 - Final scores for the CIM 2050 goal results and technical analysis results will be provided, with a radar chart, which visually represents intensity of meeting overarching goals and technical criteria.
 - Additional considerations are included, along with staff notes, to assist with additional details about the project for discussion and further refinement for the final rankings.
 - See example labeled Sample 2 attached.
- Summary List:
 - A summary of rankings for both lists of priorities will be provided, along with the detail information described above.

Public Transportation System

List of Priorities:

- Public Transportation System
 - Corridor improvements include capital and operations
 - Will include other modes, as applicable
 - Prioritized by Public Transportation Workgroup to include incremental improvements coordinated with other systems/projects

Assumptions:

- Funded Network = Transportation Development Plan project proposals
- Future Network (Unfunded)

Process developed by Valley Regional Transit and reviewed and recommended by the Public Transportation Workgroup:

Scoring Metrics for the Public Transportation System:

1. High-Capacity Network (Premium Network) - only network to be prioritized individually (considered "regionally important")
 - 400 – Fairview Avenue
 - 401 – State Street
 - 402 – Vista Avenue
 - 403 – Overland Road
 - 404 – Orchard Street
 - 405 – Garrity Boulevard/16th Avenue
 - 406 – Nampa/Caldwell Boulevard
2. Frequent Network
3. Express Network
4. Rail

Note: The Secondary Network is not included, as it is not considered "regionally important".

Technical Analysis:

- Routes within the High-Capacity Network (Premium Network) will be prioritized based on the following criteria with points determined by dividing the amount associated with the criteria by the highest amount within that criterion:
 - Development (2 points maximum)
 - 2050 forecasted jobs within ¼ mile (up to 1 point)
 - 2050 forecasted households within ¼ mile (up to 1 point)
 - Equity (1 point maximum)
 - American Community Survey (ACS) estimates of percent of persons in poverty within ¼ mile (current data)
 - ACS estimates of percent of persons who are non-white or of Hispanic/Latino descent within ¼ mile (current data)
 - Productivity (2 points maximum)
 - Expected ridership in 2050 forecast (based on travel demand model results)
 - Normalized by the hours of service – to determine which routes would be considered more productive
 - Scores for each corridor are based on a proportional "share" relative to the other premium corridors
 - The Frequent Network, Express Network, and Rail will be shown as groups of projects and not prioritized using the criteria above.
 - Public transportation priorities will also be noted within the roadway corridor information and criteria.

Ranking:

- Based on the total development, equity, and productivity scores after normalization.
- Maximum possible: 5 points
- See example labeled Sample 3 attached
- An initial ranking will be provide based on the scoring system, as recommended by the Public Transportation Workgroup.
- Final ranking will be based on additional examination and discussion by RTAC and the COMPASS Board of Directors.

Pathway System (regional off-street pathways)

List of Priorities:

- Pathway System (regional off-street pathways)
 - Prioritized by the Active Transportation Workgroup
 - On-street bicycle and pedestrian facilities are included with state and local system roadways

Technical Analysis:

- Ownership/right of way
- Proximity to:
 - Employment centers
 - Schools
 - Transit
 - Groceries
 - Libraries
 - Recreation
 - Healthcare
 - Housing/neighborhoods
 - Key destinations
- Equity based on:
 - Job access
 - Transit access
- Connectivity based on walkability analyses

Ranking is based on a multiple step approach:

- Step One
 - Determine initial list of priority segments based on proximity (the density of factors the segment is located near) and equity (the segment's ability to improve access to jobs and transit).
- Step Two
 - Determine realistic priorities based on proximity and equity factors, based on discussion with the Active Transportation Workgroup.
- Step Three
 - Review additional considerations based on connectivity and ownership.
 - Review which segments make the largest contribution to making connections
 - Review which segments have right-of-way already secured
- Step Four
 - Recommend the final list of priorities for the off-system pathways (Active Transportation Workgroup).

See example labeled Sample 4 attached

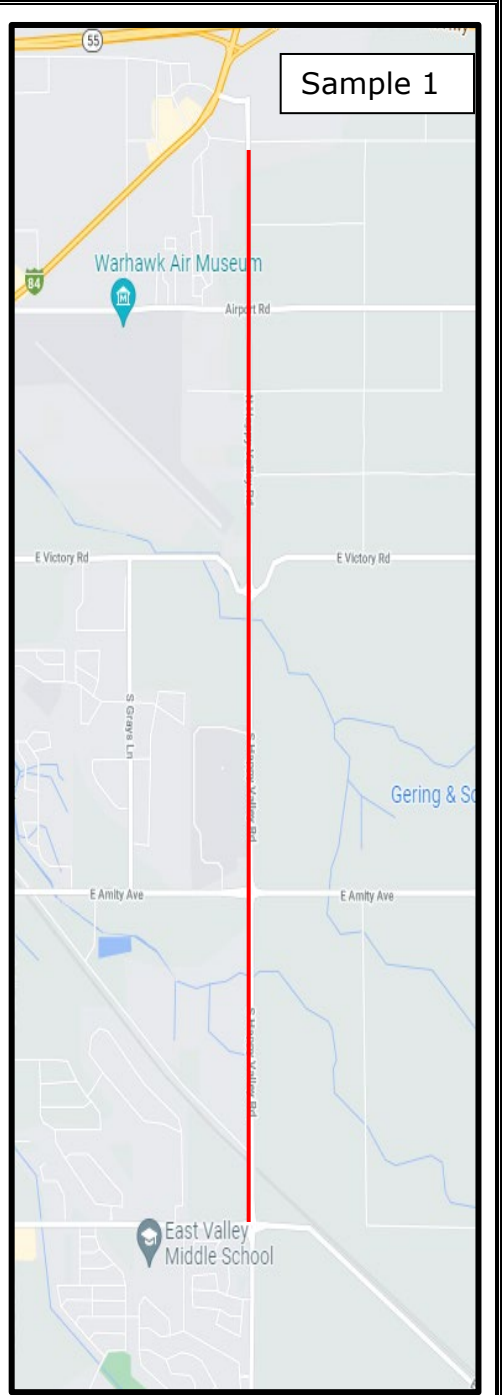
Final ranking will be based on additional examination and discussion by RTAC and the COMPASS Board of Directors.

Where is this corridor?

- Greenhurst Road to Stamm Lane
- 3.5 miles long
- In the City of Nampa, Canyon County

What's the vision for this corridor?

- Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes.
- Identified as a **Primary Bicycle Route** and **Urban/Suburban Arterial** in the COMPASS Complete Network Policy
- This corridor traverses from one of the most congested, shopping areas of the City of Nampa to a developing suburban area of the city. The Saint Alphonsus Medical Center and Nampa Gateway Center are at the northern end of the corridor, followed closely by the Nampa Municipal Airport adjacent to the corridor also to the west. Columbia High School and East Valley Middle School are on the southern end of the corridor on the western side.
- Traffic is expected to continue to increase with additional development in the area.



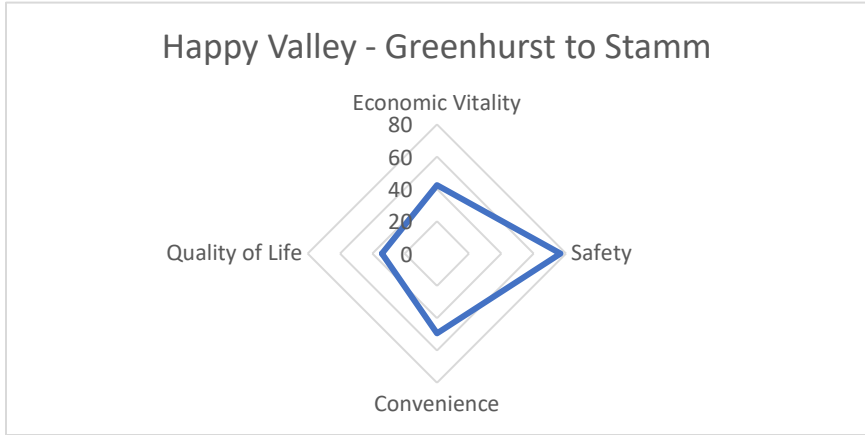
What's needed to achieve that vision?

Identified needs:	Recommended strategies:
<ul style="list-style-type: none"> ➤ Freight: <ul style="list-style-type: none"> • (not freight corridor, but would include info for freight, if warranted) 	<ul style="list-style-type: none"> • (Strategies would be included)
<ul style="list-style-type: none"> ➤ Public transportation: <ul style="list-style-type: none"> • Public transportation on crossroads 	<ul style="list-style-type: none"> • Bus stops at/near Garrity Boulevard and Victory Road
<ul style="list-style-type: none"> ➤ Active transportation: <ul style="list-style-type: none"> • Pedestrian safety near schools and shopping 	<ul style="list-style-type: none"> • ITS devices at crossings of high pedestrian use
<ul style="list-style-type: none"> ➤ General: <ul style="list-style-type: none"> • Keep traffic moving 	<ul style="list-style-type: none"> • Roundabouts where warranted

Sample 2

Corridor Type: Primary Bicycle Route, Urban/Suburban Arterial

Planning Level Cost Estimate for Proposed Improvements: \$53,167,000



CIM 2050 Goals

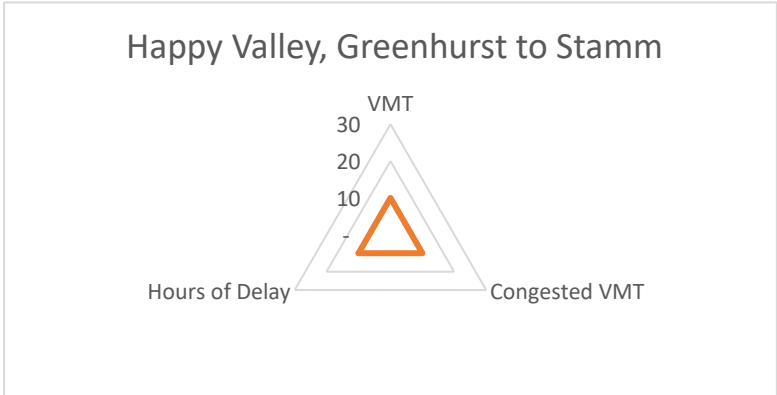
Score: 51 (Average)

Max Score: 100

Technical Analysis Results

Score: 10 (Average)

Max Score: 30



Total Score: 51 + 10 = 61

Additional Considerations:

Yes	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Yes	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor?
Yes	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Unsure	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

- Proposed improvements will fill gaps in sidewalks to provide safe access to schools.
- Happy Valley Road is not a public transportation corridor, but a primary route and a secondary route cross Happy Valley Road. Development of these public transportation corridors, and consideration of these routes in the development of the Happy Valley Road corridor, supports regional transit.
- Prime farmland is near the vicinity of Happy Valley Road and should be a consideration in the development of the corridor.
- Minority and low-income populations are located on the western side of the corridor and should be considered in the development of the corridor.
- Mason Creek and Indian Creek are prone to flood during 100-year flood events, which should be considered in the development of the corridor.

Sample 3
Public Transportation Scoring

Priority 1: Premium Network

Example of Sample Prioritization Methodology for Public Transportation Routes

	2050 Households	HH/*Mile	HH/*Mile Rank	2050 Jobs	Jobs/Mile	Jobs/*Mile Rank	HH+Jobs/Per *Mile	HH+Jobs Rank	Poverty	Poverty Rank	Minority	Minority Rank	Productivity	Productivity Rank	Score
Route A	15,000	771.3	.5	55,232	2,841	0.6	3,671	1.10	20%	0.8	20%	0.6	High	1.0	3.8
Route B															
Route C															
Route D															
Route E															
Route F															
Route G															

*Mile refers route miles

Priority 2: Frequent Network

Priority 3: Express Network

Priority 4: Regional Rail

(Secondary network is not included.)

Sample 4
Off-System Pathway System

