



# Project & Program Prioritization Criteria

June 20, 2019

## Overview

The project prioritization criteria establish a method to help identify transportation investment priorities for the City of Bend. These criteria build on the work completed in Phase 1 and Phase 2 of the Bend TSP process that identified the 2040 Project List. As used here, investment priorities refers to what transportation facilities and programs are important to fund and implement, and, when those investments should occur over the near-, mid-, and long-term through 2040. The criteria presented herein are based upon the established project goals and are consistent with other City of Bend infrastructure planning efforts.

Figure 1 shows the general process that will guide project prioritization as part of the Bend Transportation System Plan (TSP). The evaluation will proceed along the following steps:

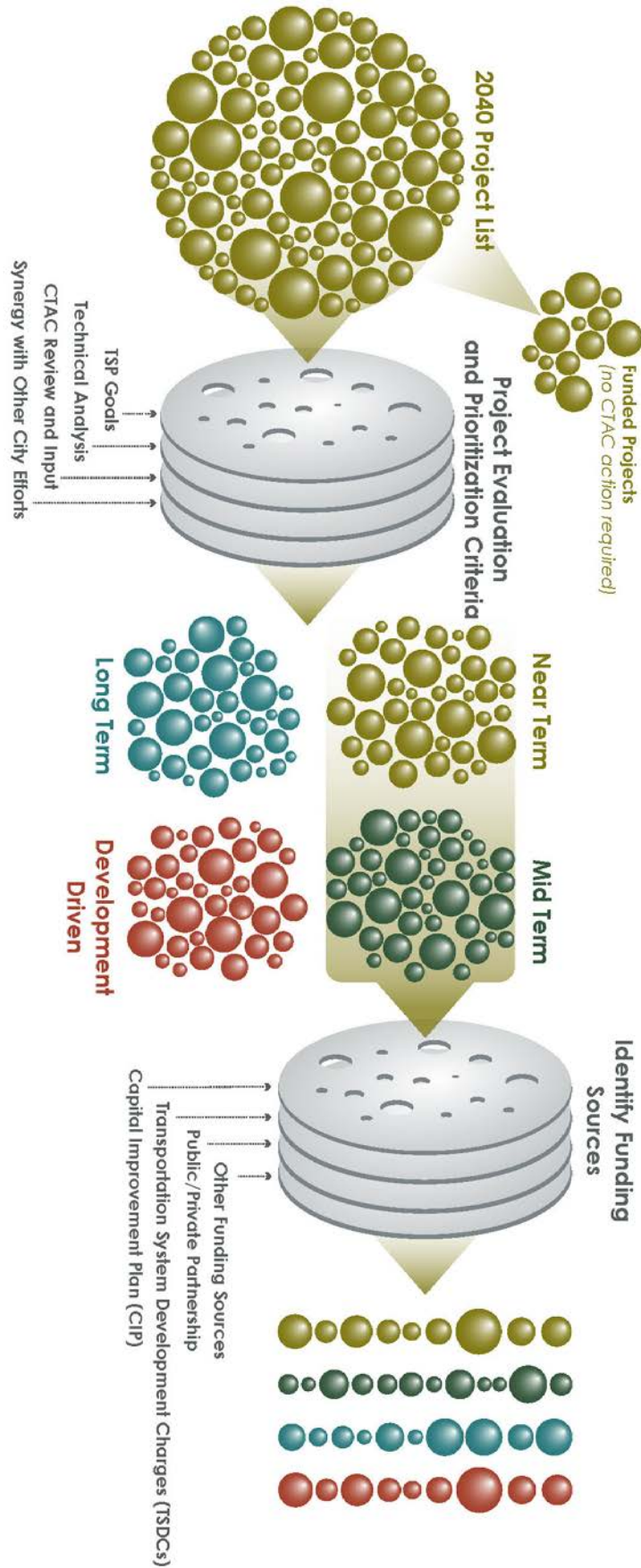
1. Identify the 2040 Project List (Current list developed as part of Phase 1 & Phase 2)
2. Establish the funding assumptions to be used<sup>1</sup>
3. Model and evaluate the 2040 Project List using performance measures established during Phase 1
4. Evaluate the 2040 Project List based on the prioritization criteria established in this document
5. Conduct a Citywide Transportation Advisory Committee (CTAC) work session to review the evaluation
6. Categorize the elements of the 2040 Project List as:
  - o Near-term Project/Program
  - o Mid-term Project/Program
  - o Long-term Project/Program
  - o Development Driven Project
7. Create the Funding Plan (near-term projects/programs) and Funding Strategy (mid- and long-term projects/programs)
8. Finalize the 2040 Prioritized Project List, Funding Plan and Funding Strategy

Steps 6-8 above will be iterative as CTAC and the Funding Work Group discuss choices and direction for their recommendations to the Steering Committee.

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<sup>1</sup> Funding assumptions will be based on the Initial Funding Assessment, as further discussed by the Funding Work Group. An example of a funding assumption is the rate to be used for a Transportation Utility Fee.

Figure 1 – Prioritization Process Chart



## Project and Program Screening Conducted To-Date

In 2018 as part of Phase 1, CTAC, the Steering Committee, and the project team conducted the initial screening of projects as part of the scenario evaluation effort. These Phase 1 efforts led to the development of the Citywide Transportation Framework (CTF). The CTF was refined via the Neighborhood Outreach effort, completed in early 2019. These first two phases of the TSP considered a number of projects and programs, some of which were either advanced for further evaluation or set aside for consideration in the future or through a different planning effort. The culmination of Phases 1 and 2 led to the development of the 2040 Project List that is comprised of viable projects and programs which will be evaluated during Phase 3 using the prioritization criteria.

## Prioritization Criteria

The prioritization criteria will be used to differentiate, compare and identify trade-offs associated with the projects/programs in the 2040 Project List. This evaluation will be informed by data from the Bend-Redmond Regional Travel Demand Model and other technical and qualitative evaluations. Using this information, each of the projects or programs will be qualitatively rated to assess its ability to meet the TSP Goals & Objectives as guided by the prioritization criteria. The evaluation will then inform discussion to determine recommended timelines for implementation.

It is important to note that the proposed evaluation process is a blend of art and science; it is guided decision making as opposed to a rigid point system. For effectiveness, the prioritization criteria need to be easily understood and allow for differentiation between projects. This ensures a common understanding of each criterion’s meaning and allows for a clear comparison among different ideas.

The criteria listed in Table 1 are based directly on the Goals & Objectives identified by CTAC and approved by the Steering Committee.

The prioritization criteria will be rated based on the scale shown in Table 2, using a “consumer reports” method of project rating.

**Table 1. Prioritization Criteria**

Goal	Application to Prioritization Criteria
<p><b>Increase System Capacity, Quality, and Connectivity for All Users (e.g. drivers, walkers, bicyclists, transit riders, mobility device users, commercial vehicles, and other forms of transportation)</b></p>	<p>Does the project or program:</p> <p><i>Streets, transit, bicycle, &amp; pedestrian to be evaluated independently</i></p> <ul style="list-style-type: none"> <li>• Add to or enhance the street network</li> <li>• Address known areas of existing or future congestion or bottlenecks?</li> <li>• Add to or enhance the transit network?</li> <li>• Add to or enhance the bicycle network?</li> <li>• Add to or enhance the pedestrian network?</li> <li>• Increase the reliability of transit, on-time freight operations and vehicular travel?</li> <li>• Address a near-term or long-term need?</li> </ul>

Goal	Application to Prioritization Criteria
<b>Ensure Safety for All Users</b>	<p>Will the project or program:</p> <ul style="list-style-type: none"> <li>• Reduce the potential for fatalities and serious injuries?</li> <li>• Address known safety concern areas?</li> </ul>
<b>Facilitate Housing Supply, Job Creation, and Economic Development to Meet Demand/Growth</b>	<p>Does the project or program:</p> <ul style="list-style-type: none"> <li>• Serve all Opportunity Areas or Expansion Areas, including those prioritized by City Council?</li> <li>• Allow the development of other priority areas identified areas for employment or housing?</li> </ul>
<b>Protect Livability and Ensure Equity and Access</b>	<p>Does the project or program:</p> <p><i>Protect Livability:</i></p> <ul style="list-style-type: none"> <li>• Support livability by helping ensure roads are used for their classification (i.e. reduce cut-through traffic on local streets)?</li> </ul> <p><i>Ensure Equity and Access:</i></p> <ul style="list-style-type: none"> <li>• Eliminate transportation related disparities such as high and adverse human health or environmental effects, high negative safety impacts, negative social and economic effects on disadvantaged or underserved populations?</li> <li>• Improve access to safe, <a href="#">appealing</a>, affordable and reliable transportation choices to meet daily transportation needs of disadvantaged <del>transportation access for</del> underserved populations?</li> </ul>
<b>Steward the Environment</b>	<p>Does the project or program:</p> <ul style="list-style-type: none"> <li>• Limit impacts to natural features and the environment?</li> <li>• Reduce VMT and/or increase non-single occupancy vehicle travel)?</li> <li>• Preserve the functionality or quality of habitat areas?</li> </ul>
<b>Have a Regional Outlook and Future Focus</b>	<p>Does the project or program:</p> <ul style="list-style-type: none"> <li>• Support regional economic health and regional connectivity?</li> <li>• Help prepare Bend for future technology?</li> <li>• Help to implement other planned infrastructure projects within the City of Bend or by a partner agency?</li> </ul>

**Table 2. Prioritization Rating Scale**

Rating	Description
●	The project/program clearly supports the criterion and/or makes substantial improvements in the criteria category
◐	The project/program idea partially addresses the criterion and/or makes moderate improvements in the criteria category
○	The project/program idea does not support the intent of, provides minor or incidental benefit and/or negatively impacts the criteria category
N/A	The project/program idea neither meets nor does not meet intent of criterion. The project idea has no effect, or criterion does not apply

## Additional Considerations

In addition to the criteria described above, the prioritization process will also be informed by the forthcoming work by the Transportation Outreach Strategy Team and project synergy possible with other planned infrastructure projects (e.g., planned sewer project along an identified roadway project, planned ODOT project, etc.). These considerations will be handled on a case-by-case basis.