

Attachment A.3 – MTC’s Draft Transportation Project Performance Assessment Methodology

	Transportation 2035	SCS/RTP Approach – Initial Thoughts
Goals Assessment (largely qualitative)	<ul style="list-style-type: none"> • All projects (700+) assessed, grouped into 13 project type • How well projects address each goal/number of goals addressed • Conducted by panel of MTC staff and stakeholders 	<ul style="list-style-type: none"> • Same as for Transportation 2035 – but reflecting new goals/targets and with added emphasis on: <ul style="list-style-type: none"> • support for focused growth • statutory goals to reduce carbon dioxide and accommodate future housing demand • For larger projects, use quantitative information where available, such as projected CO2 and particulate emissions reduction
Benefit-Cost Assessment (quantitative)	<ul style="list-style-type: none"> • 60 large-scale uncommitted projects as well as uncommitted regional programs • MTC model analysis <ol style="list-style-type: none"> 1. B/C ratio in 2035 including <ul style="list-style-type: none"> ○ Delay ○ CO2 ○ PM10 and PM2.5 ○ Injuries & fatalities ○ Direct user costs (vehicle operating/ownership) ○ Cost savings for on-time maintenance 2. Cost per reduction on CO2 3. Cost per reduction in VMT 4. Cost per low-income household served by new transit <p>Goals not reflected in B/C are captured through the qualitative assessment</p>	<ul style="list-style-type: none"> • Same types of projects but potentially more (perhaps 100) - subject to final policy on committed projects • MTC model analysis <ol style="list-style-type: none"> 1. B/C ratio - over 25 yrs instead of horizon year (if time allows) <ul style="list-style-type: none"> ○ Travel time (see notes below) ○ CO2 ○ PM10 and PM2.5 ○ Health costs associated with changes in active transportation levels ○ Injuries & fatalities ○ Direct user costs (vehicle operating/ownership) ○ Cost savings for on-time maintenance <p>Goals not reflected in B/C are captured through the goals assessment in a qualitative fashion</p>
Synthesis & Use of Information	<ul style="list-style-type: none"> • Bubble chart mapping B/C and number of goals addressed • Sponsors “justify” projects with low-B/C before inclusion in the draft plan 	<ul style="list-style-type: none"> • Bubble chart mapping B/C and number of goals addressed • Sponsors must “justify” projects with <ol style="list-style-type: none"> (a) low B/C or meeting few goals (b) increase in CO2 emissions (c) that do not support draft land use
Considerations	<ul style="list-style-type: none"> • Four quantitative measures was information overload for the decision makers; prefer to have a single quantitative result 	<ul style="list-style-type: none"> • Consider approaches to address to concern that current B/C model is dominated by travel time <ul style="list-style-type: none"> ○ Sensitivity tests of impact of travel time on relative ratings of projects ○ Review emerging practices for travel time valuation (e.g., discounting small time savings, different values of time based on trip purpose, value of reliability) ○ Assess significance of B/C results for each project