

## Revised Evaluation Criteria For The 2011-2014 TIP Call For Projects (STP-MM and CMAQ)

<b>BENEFIT/COST</b>	<b>50%</b>
<b>PLANNING FACTORS</b>	<b>50%</b>

Benefit is measured as travel time savings (delay reduction) or emissions reductions as appropriate. Cost is the total cost of the project for which the sponsoring agency is seeking federal assistance.

### Roadway Improvement Planning Factors

<b>CONGESTION RELIEF</b>	<b>20 PTS</b>	Relieves Bottleneck, Fills Gap, ITS Component, etc.
<b>REGIONAL IMPACT</b>	<b>20 PTS</b>	NHS, Major Corridor, Environmental Justice, Economic Development, Connects To Intermodal Terminal,
<b>MOBILITY &amp; AIR QUALITY</b>	<b>20 PTS</b>	Ped/Bike, Land-Use, Multimodal, Corridor Planning
<b>SAFETY &amp; SECURITY</b>	<b>20 PTS</b>	Evacuation Route, High Crash Risk,
<b>ACCESS MANAGEMENT</b>	<b>20 PTS</b>	Managing traffic growth with raised medians, Smart Street concepts, consolidated driveways, etc.

### Traffic Operations and Management Planning Factors

<b>INSTITUTIONAL COORDINATION</b>	<b>5 PTS</b>	Coordination with other entities and stakeholders.
<b>SYSTEM REDUNDANCY</b>	<b>5 PTS</b>	Backup Procedures Present In The Case Of System Failure
<b>PERFORMANCE MEASURES</b>	<b>20 PTS</b>	Reducing Traffic Congestion, Maintain/Preserve Existing System, Improve Travel Options, Integrated/Effective System, Safety Planning
<b>MAINTENANCE COSTS/STAFF RESOURCES</b>	<b>10 PTS</b>	Addresses Recurring Costs, Confirms Financial Commitment From Sponsor, Training Plan
<b>HOMELAND SECURITY</b>	<b>10 PTS</b>	Infrastructure Security, Interagency Coordination, Leveraging Transportation And Safety Funding
<b>SYSTEM MIGRATION AND EXPANDABILITY</b>	<b>20 PTS</b>	Use/Enhancement Of Existing Communication & Data Networks
<b>INTEGRATION AND INFORMATION SHARING</b>	<b>20 PTS</b>	Market Package Compliance And Level Of Integration
<b>BENEFIT LIFE</b>	<b>10 PTS</b>	Estimated years of benefits.

**Bicycle and Pedestrian Planning Factors**

<b>LAND-USE</b>	<b>25 PTS</b>	Connects pedestrian and bicycle trip generators (i.e. employment centers, residential areas, schools, retail, universities), or other points of interest
<b>COORDINATION</b>	<b>25 PTS</b>	Inclusion in regional/local bike/ped plan or other local plans, fills gaps in local or regional ped/bike network
<b>CONVENIENCE</b>	<b>25 PTS</b>	Provides direct and convenient access to existing trails, destinations, or transit
<b>ACCOMMODATIONS</b>	<b>25 PTS</b>	ADA Compliance, Meet Required Path/Lane Widths, provides support facilities (i.e. bike racks)

**Transit Service Factors**

<b>COORDINATION</b>	<b>15 PTS</b>	Planning With Agencies Maintaining Roadways, Coordination With Connecting Transit Services
<b>ALTERNATIVE MODES/CONNECTIONS</b>	<b>10 PTS</b>	Connecting Transit Services
<b>DETRIMENT TO OTHER SERVICE</b>	<b>-15 PTS</b>	Point Loss If Project Negatively Affects Other Services
<b>NEW AND INNOVATIVE SERVICE</b>	<b>10 PTS</b>	Determine The Usefulness & Originality Of Service
<b>TIED TO ITS</b>	<b>15 PTS</b>	Contains ITS Component
<b>COMPLETE FINANCIAL PLAN</b>	<b>15 PTS</b>	Financial Strategy Required For Continuation Of Service At The End Of 3-Year Eligibility (CMAQ Funding Only)
<b>SAFETY &amp; SECURITY</b>	<b>15 PTS</b>	What safety measures will be taken to provide for a safe service and connections.
<b>AIR QUALITY BENEFITS – USE OF ALT FUELS</b>	<b>20 PTS</b>	Vehicles in service will be using Alt. Fuels.

**Transit Capital Factors**

<b>COORDINATION</b>	<b>10 PTS</b>	Planning With Agencies Maintaining Roadways, Coordination With Connecting Transit Services
<b>ALTERNATIVE MODES/CONNECTIONS</b>	<b>10 PTS</b>	Connecting Transit Services
<b>TIED TO ITS</b>	<b>15 PTS</b>	Contains ITS Component
<b>MAINTENANCE PLAN</b>	<b>15 PTS</b>	Documentation on how the facility will be maintained or options for expanded capacity.
<b>LOCATION AND LAND USE</b>	<b>10 PTS</b>	What attractors and generators are in the area? Other land use benefits and connections to other investments (road,ITS, bike).
<b>RIDERSHIP PLAN</b>	<b>20 PTS</b>	Documentation showing expected ridership and potential growth. Backed by supporting data..
<b>SECURITY &amp; SAFETY</b>	<b>20 PTS</b>	What security and safety measures will be present at the facility or on the equipment.

**Livable Centers Factors**

<b>EFFICIENT USE OF INFRASTRUCTURE</b>	<b>20 PTS</b>	Fosters redevelopment and infill of areas with existing infrastructure or promotes the orderly and efficient provisions of new infrastructure.
<b>VARIETY AND CHOICE</b>	<b>20 PTS</b>	Sustain and facilitates a range of transportation mode opportunities and promotes a balance of development options and land use types for residents of multiple age groups and economic levels.
<b>QUALITY DESIGN</b>	<b>20 PTS</b>	Strengthens community identity through use of compatible, quality architectural and landscape designs and preservation of significant historic structure and or nature features.
<b>PARTNERSHIPS</b>	<b>20 PTS</b>	Consistent with local comprehensive planning efforts and demonstrates local coordination with stakeholders and leverages private investment.
<b>SAFETY</b>	<b>20 PTS</b>	Facilitate safe walkable circulation and access to destinations within the center.

***Regional Significance***

Regionally significant roads are identified as: interstate/toll roads, other urban freeways or expressways, rural principal arterials, and minor arterial roads or streets. Regionally significant projects are defined as:

1. The project must be a non-exempt roadway project which meets the following criteria:
  - a. Proposed roads that will likely meet federal criteria for all-arterial or higher functional classification.
  - b. Upgrade to arterial or higher functional classification.
  - c. An added capacity project being constructed on a new alignment as a bypass to a principal arterial/interstate.
  - d. Addition of through traffic lanes of 1 mile or more on roads that are functionally classified as an arterial or higher as defined in the travel model.
  - e. New interchanges on roads that are functionally classified as an arterial or higher, that represent new connections.
  - f. Adding or extending freeway auxiliary/weaving lanes from one interchange to a point beyond the next interchange.
2. All future roadways facilities that carry an average of 11,000 vehicles per day for a 2 lane facility and 20,000 vehicles per day for a 4 lane or greater facility between logical termini.
3. Any fixed guideway transit service including light rail, commuter rail, or portions of bus rapid transit that involve exclusive right-of-way (including barrier separated HOV lanes) shall be considered regionally significant.