

Transportation Alternatives Program - Project Evaluation Factors:

Service to Major Activity Centers (4) Points

Four (4) points: Project provides improvements in access to an existing regional major activity center – AND – project reduces single-occupant vehicle travel to, between, and within activity centers.

Three (3) points: Project provides improvements in access to an existing regional major activity center – OR – project reduces single-occupant vehicle travel to, between, and within activity centers.

Two (2) points: Project provides improvements in access to a future local major activity center – or – project reduces single-occupant vehicle within activity centers.

One (1) point: Project does not benefit activity centers.

Freight Use (4) Points: Substantial service to freight movement or facility servicing substantial freight movements

Four (4) points: Project specifically aims to eliminate freight involved conflicts within street infrastructure (i.e. solutions to on/off loading, freight parking in ROW of other facilities, particularly within alternative transportation infrastructure, etc.,) and project enhances the ability for National Highway System Route, Interstate Route, or other major state or local route to efficiently move freight.

Three (3) points: Project enhances the ability for a National Highway System Route, Interstate Route, or other major state or local route to efficiently move freight.

Two (2) points: Project maintains the ability for a National Highway System Route, Interstate Route, or other major state or local route to efficiently move freight.

One (1) point: Project impairs the ability for a National Highway System Route, Interstate Route, or other major state and local route to efficiently move freight.

Vehicle Crash Incidence (8) Points: Potential to Reduce Crash History (3 Points): Project with Highest Crash Rate (Segment Rate)

Eight (8) points: Project in area ranked in top 1/3<sup>rd</sup> crash rates (segment rate)

Four (4) points: Project in area ranked in middle third of crash rates (segment rate)

Two (2) point: Project within lowest 1/3<sup>rd</sup> of crash rates (segment rate)

Bike/Pedestrian Accommodation (4) Points: Contributor to improved accessibility for pedestrians and bicyclists

Four (4) points: Project provides positive benefit to pedestrian and bicycle safety and accommodations, project provides bike/ped infrastructure and/or facilities in a low-moderate income (LMI) census tract(s), and project would provide a direct connection to an existing multi-use facility for an area that was previously not connected or has limited connections to said facility.

Three (3) points: Project provides positive benefit to pedestrian and bicycle safety and project provides bike/ped infrastructure and/or facilities in a low-moderate income (LMI) census tract(s).

Two (2) points : Project provides positive benefit to pedestrian and bicycle safety, regardless of location.

One (1) point: Project will negatively affect bicycle or pedestrian facilities and accommodations - or - project will not change conditions for pedestrians or bicyclists.

\*Projects that include improvements to the pedestrian and bicycle system that enhance safety and accommodation above existing conditions, would be awarded more points. Projects that maintain the status quo or have negative impacts would be awarded fewer points.

Natural Environment (4) Points: Impact on wetlands, watersheds, ecosystems, air, and water quality

Four (4) Points: Project has significant and measurable net positive impact on wetlands, watersheds, ecosystems, air, and water quality - and project provides connections to quality public recreational facilities, greenspaces/greenways, and/or blueways with additional consideration given to communities or census tracts that have a historical incidence of environmental degradation and/or disproportionately burdened communities (EJ).

Three (3) Points: Project has significant and measurable net positive impact on wetlands, watersheds, ecosystems, air, and water quality - or - project provides connections to quality public recreational facilities, greenspaces/greenways, and/or blueways with additional

consideration given to communities or census tracts that have a historical incidence of environmental degradation and/or disproportionately burdened communities (EJ).

Two (2) Points: Project has significant and measurable net positive impact on wetlands, watersheds, ecosystems, air and water quality regardless of location.

One (1) Point: Project has neutral and/or significant net negative impact on wetlands, watersheds, ecosystems, air, and water quality.

\*Projects that contribute to improvements in water and air quality; restore or increase (appropriately) wetlands, and project ecosystems would be awarded higher point values. Projects that involve significant mitigation and remediation of wetlands and impact sensitive ecosystems would be awarded lower point values.

Neighborhood (4) Points: Impact on neighborhoods, communities, and historic and archaeological sites

Four (4) Points: Project has a net positive impact on neighborhood, community, historic, or archaeological elements in the community. The project is sensitive to the area context. Project has limited or no impact to significant community elements and provides measurable and real impact to community elements, and project has been identified positively by community members in which the project would be proposed and said input can be identified in a previous or current plan, study, or other publicly published documentation (i.e. survey, public meeting).

Three (3) points: Project has a net positive impact on neighborhood, community, historic, or archaeological elements in the community. The project is sensitive to the area context. Project has limited or no impact to significant community elements (schools, churches, archaeological sites, homes, cultural amenities, etc.) and provides measurable and real impact to community elements (schools, churches, archaeological sales, homes, cultural amenities, etc.)

Two (2) points: Project is neutral in its impact on neighborhoods, community, historic, or archaeological elements in the community. The project is somewhat context sensitive; however, it has some measurable and real impact to community elements (schools, churches, archaeological sales, homes, cultural amenities, etc.)

One (1) point: Project has a net negative impact on neighborhood, communities, and historic and archaeological sites. Project encourages unsustainable growth.

\*Streetscape, bikeway, trail, sidewalk, transit, context-sensitive roadway modification, and similar projects would be awarded higher point values. Significant road widening and projects

that require significant “takings” and that have substantial community impacts would be awarded lower point values.

#### Adherence to Existing State / Local Plans (4 Points)

Four (4) points: Adherence to existing street and highway, master, regional, and local model plans – AND – has clear statements of benefits of proposed projects that can be supported by current best practices in the field or urban planning and/or other tangential fields.

Three (3) points: Adherence to existing street and highway, master, regional, and local model plans.

Two (2) points: Project is state project.

One (1) point: Project is not a part of any of the aforementioned plans, nor has local support.

\*Projects programmed in local capital improvements programs, regional programs, and statewide programs and that are a part of adopted plans would be awarded the highest number of points. Projects that are not programmed or a part of adopted plans would be awarded the fewest number of points.

#### Feasibility (3 Points): Reasonable cost, efficient, resourceful, having positive long-term economic impacts

Three (3) points: Project has been studied thru completion of preliminary engineering or a completed feasibility study, project has begun design work.

Two (2) points: Project has undergone some level of preliminary engineering or feasibility study, the ability to be implemented.

One (1) point: Project is undefined, except by long range or comprehensive plan.

\*Projects that have demonstrated feasibility for implementation are awarded the highest number of points. These projects will often have had a supporting feasibility study, concept design, and engineering completed. Projects that are less well-defined are awarded fewer points.

#### Project Ready (3 Points)

Three (3) points: Project ready to go ( project is designed, funding is identified, and any materials that have been produced prior to scoring process will be donated, if needed.)

Two (2) points: Project is well-defined (project is designed and partially funded)

One (1) point: Project expands an existing or constructs a new road but does not have funding identified.

\*Projects that are ready and have some or all the funding needed would be awarded higher point values. Projects that are less well-defined and do not have funding would receive fewer points.

Growth Areas (3 Points): Promotion of sensible, sustainable growth

Three (3) points: Project promotes, encourages, and supports sustainable patterns of growth.

Two (2) points: Project neither promotes or discourages sustainable patterns of growth.

One (1) point: Project encourages unsustainable patterns of growth.

\*Projects that support and enhance existing stable communities and/or planning nodes of responsible growth would be awarded more points. Projects that promote or extend unsustainable patterns or development would be awarded fewer points.

Intermodal (3 Points): Enhance of intermodal access

Three (3) points: Project is on a transit route, a designated bicycle route and in a pedestrian activity area.

Two (2) points: Project is on a transit route or a designated bicycle route or pedestrian activity area.

One (1) point: Project is not on a transit route, a designated bicycle route nor is in a pedestrian activity area.