

All Projects		
A. Implementation		10 Points
Right of way	Not yet started	<u>2 possible</u> 0
	In process	1
	Completed (using federal guidelines) or not required	2
Project readiness	Conceptual only	<u>3 possible</u> 1
	Preliminary plans complete	2
	Final plans complete	3
Project has multi-jurisdictional support (through funding, easements, etc.)		2
Demonstrated community support		3
B. Equity		10 Points
Improves access for an environmental justice (EJ) area ⁵	Not in an EJ area	<u>5 possible</u> 0
	A portion of the project but less than 50% of project is in an EJ area AND applicant clearly explains how project improves access for that EJ area	2
	50% or more of project is in an EJ area AND applicant clearly explains how project improves access for that EJ area OR Non-construction project that applicant clearly explains how project will positively impact populations in an EJ area	5
Public participation	No public participation cited	<u>5 possible</u> 0
	Project supports goals and strategies developed through a comprehensive/general planning process that included public engagement and incorporated feedback received	1
	Conceptual project underwent further planning and refinement in a process that included public engagement and incorporated feedback received	2
	Project implementation will include public engagement strategy. Strategy is clearly described in attachment and includes specific techniques to engage transportation disadvantaged populations ⁶	2
C. Place Making		5 Points
Project is consistent with larger plans and/or applicable regional standards		3
Project is part of a local plan		2
D. Local Match		5 Points
The cost estimate is detailed, complete, and realistic and includes a minimum of 20% local match (points for local match %):	20-29%	<u>5 possible</u> 2
	30-39%	3
	40-49%	4
	>50%	5

All Projects Total Possible 30 Points

⁵MARC defines environmental justice areas two ways: 1. Census tracts with a greater percentage of minority populations than the Kansas City metropolitan planning boundary average; and/or 2. Census tracts where more than 20 percent of the households are in poverty.

⁶See Public Participation Scoring Detail table

Category I: Active Transportation Infrastructure Projects	
A. Transportation Choices/Public Health: Relationship to Transportation 15 Points	
Creates link in identified gap or provides new access in walking or bicycling network	<u>10 possible</u>
General improvements (no plans referenced)	3
Improvements to local corridor (references local plans)	5
Improvements to regional corridor (references regional or national plans)	10
Improves access to existing transit service	5
B. Economic Vitality 10 Points	
Serves regional activity centers	<u>10 possible</u>
Project does not meet any criteria below	0
Project serves any activity center	4
Project serves activity center found to be of higher development intensity and walkability AND Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability	6
Project serves activity center found to be of highest development intensity and walkability AND/OR Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability	10
C. Climate Change and Energy Use 5 Points	
Project includes elements that use renewable energy sources, recycled materials, or other green technologies	5
D. Environment 5 Points	
Preserves or restores environmentally sensitive lands, cultural resources or agricultural lands and/or includes an environmental mitigation plan ⁷	5
E. Place Making 10 Points	
Appropriate design elements contributing to quality places (up to 10 pt. total)	<u>10 possible</u>
Bicycle parking	1
Trash cans	1
Benches	1
Traffic calming such as bulb outs, narrowing travel lanes, raised crosswalks	2
Uses new tested visibility technology or treatment beyond MUTCD	2
Lighting	2
Other (must describe)	2
F. Safety and Security 15 Points	
Provides separated crossing or parallel safe accommodation for pedestrians and/or bicyclists for railroads, freeways, rivers or other similar barriers	5
Crossing treatments, hazard mitigation, or proven safety countermeasures ⁸ are provided at intersections or uncontrolled locations	5
Facility Width	<u>5 possible</u>
13 ft. curb lane OR 10 ft. SUP OR 5 ft. min sidewalk on one side of street	3
14 ft. curb lane OR 12 ft. SUP OR 5 ft. min sidewalks both sides of street	4
4 ft. bike lane or ride able shoulder OR >12 ft. SUP OR >5 ft. sidewalks both sides of street	5
G. System Performance 10 Points	
Population residents & employees w/in 1-mi radius	<u>10 possible</u>
<5,000	2
5,000-9,999	4
10,000-14,999	6

	15,000-20,000	8
	>20,000	10

Active Transportation Infrastructure Projects Total Possible 70 Points

⁷See Environment Scoring Detail table

⁸Examples can be found in the Destination Safe Coalition’s *Kansas City Regional Safety Blueprint*.

Public Participation: Scoring Detail	
Project implementation will include public engagement strategy. Strategy is clearly described in attachment and includes specific techniques to engage transportation disadvantaged populations.	
Strategy should include the following:	
1. Demonstrated understanding of transportation disadvantaged populations that may be effected — positively or negatively — by this project. (MARC defines transportation disadvantaged populations as minority, low-income, older adults, disabled, zero-car households, and/or veterans.)	2 pts.
2. Public Participation goal (Goal should, at a minimum, target the “Consult” impact level or greater, according to the IAP2 Spectrum of Public Participation (http://c.ymcdn.com/sites/www.iap2.org/resource/resmgr/imported/IAP2%20Spectrum_vertical.pdf))	
3. Proposed techniques and communication channels and which ones are targeted to transportation disadvantaged populations.	

Environment: Scoring Detail		
Preserves or restores environmentally sensitive lands, cultural resources or agricultural lands and/or includes an environmental mitigation plan	Categories I, II, III	Category IV
1. Applicant provides a map identifying priority natural resource conservation and restoration opportunities along project corridor and in project watershed.	1 pt.	3 pts.
2. Applicant specifies which conservation areas (e.g., forests, floodplains, waterways, wetlands, etc.) will be protected , articulates how those areas will be protected and what resources will be required to accomplish the work.	2 pts.	6 pts.
3. Applicant specifies which natural resource areas will be protected AND restored , and articulates how those areas will be protected and restored and what resources will be required to accomplish the work.	3 pts.	9 pts.
4. In addition to item #3, applicant also articulates a comprehensive plan to conserve and restore on a watershed or sub-watershed scale, with explicit linkages to other community and environmental assets (e.g., trails, bike paths, parks)	5 pts.	15 pts.

Note: MARC staff will use the Natural Resources Inventory in the project analysis. For more information about the Natural Resources Inventory, visit: <http://www.marc.org/Environment/Natural-Resources/Natural-Resources-Inventory/Natural-Resource-Inventory.aspx>

CMAQ Project Scoring

A number of federally designated programs and projects are eligible for CMAQ funding; however, the Active Transportation Programming Committee is responsible for scoring projects that fall within CMAQ's Bicycle/Pedestrian category. Other CMAQ project categories will be scored by separate modal committees. The scoring criteria and point system are based on a system that the former Congestion Mitigation/Air Quality Committee — now known as the Air Quality Forum — used to evaluate project applications. The Bicycle/Pedestrian category has a rating system based on a total of 100 points. This rating and the resulting project rankings are intended to provide information to MARC's Active Transportation Programming Committee to aid in their decision-making process for developing funding recommendations to MARC's Total Transportation Policy Committee. Note: The project scores determined through this process are not the sole factor for determining funding recommendations.

Bicycle/Pedestrian Projects		
A. Emission Reduction		35 Points
Lifetime emissions reductions (kg)		<u>35 possible</u>
	0-1,499	0
	1,500-3,499	7
	3,500-7,499	14
	7,500-12,499	21
	12,500-19,999	28
	>20,000	35
B. Cost Effectiveness		35 Points
Cost effectiveness (CMAQ funding/kg)		<u>35 possible</u>
	>500	0
	400-499	7
	300-399	14
	200-299	21
	100-199	28
	0-99	35
C. Vehicle Miles Traveled Reduction		15 Points
VMT reduction/project lifetime		<u>15 possible</u>
	0	0
	1-499,999	7
	500,000 or more	15
D. Land Use/Category Specific (All Projects)		15 Points
Supports redevelopment, infill development, and mixed-use development in existing town centers, activity centers, established neighborhoods and/or a ¼ mile area around transit stations currently served by public facilities by constructing new or improving existing transportation facilities within these areas.		10
1. Land Use/Category Specific (Infrastructure Projects Only)		
Increases connectivity.		<u>5 possible</u>
	Extends a current bike path/trail/system	1
	Provides a missing link	2
	Improves access to public transit	2
2. Land Use/Category Specific (Outreach/Other Projects Only)		
Supplements or enhances the benefits of previously funded CMAQ projects to avoid duplication or incompatibility.		5

Bicycle/Pedestrian Projects Total Possible 100 Points

Creating Quality Places Factors	
Homes and Neighborhoods	
<ul style="list-style-type: none"> ▪ Choice and Diversity ▪ Linkages ▪ Reinvestment ▪ Identity ▪ Green Space ▪ Pedestrian/Bike Friendly ▪ Live/Work 	
Commercial Development	
<ul style="list-style-type: none"> ▪ Mixed Use ▪ Scale ▪ Durability ▪ Walkability ▪ Parking 	
Transportation and Public Places	
<ul style="list-style-type: none"> ▪ Multimodal ▪ Local Streets ▪ Bicycle/Pedestrian Access ▪ Transit-Supportive Development ▪ Public Spaces 	
Environmental Quality	
<ul style="list-style-type: none"> ▪ Water and Air Quality ▪ Resource Efficiency ▪ Natural Elements 	

Note: For more information about Creating Quality Places, visit:
<http://www.marc.org/Regional-Planning/Creating-Sustainable-Places/Plans/Creating-Quality-Places>

2019-2020
 All Projects
 Scoring Criteria

1.2 Place Making -- Interjurisdictional Planning -- 4 Points		
4		
Project is identified in a local land use, comprehensive or site plan		1
Project will implement a multi-agency plan		1
Project advances unique local goals and objectives		1
Project is consistent with larger plans and/or applicable regional standards		1
1.2b Place Making -- Relationship to Sustainable Code Framework -- 6 Points		
6		
Project achieves 40% of the concepts within:		
	1-2 Principles	1
	3-4 Principles	2
	5 Principles	4
	6+ Principles	6
1.3 Other -- Implementation -- 5 Points		
5		
Project is included in a local CIP or equivalent		1
Readiness of Project Plans		
Conceptual Plans (up to 35% complete)		1
Preliminary/Final Plans (>35% complete)		1
All Right-of-Way has been aquired (or no ROW will be aquired)		2
1.4 Equity -- Public Participation -- 5 Points		
5		
Project implementation will include public engagement strategy. Strategy is clearly described in attachment and includes specific techniques to engage transportation disadvantaged populations.*		5
Conceptual project underwent further planning and refinement in a process that included public engagement and incorporated feedback received.		3
Project supports goals and strategies developed through a comprehensive/general planning process that included public engagement and incorporated feedback received.		1
No public participation cited and/or project does not support goals and strategies in comprehensive/general plan.		0
1.5 Equity -- Environmental Justice -- 5 Points		
5		
Project is in an EJ tract and applicant clearly explains how project improves access for that area		5
Project is not in an EJ tract but applicant clearly explains how project improves access for an EJ tract		3
Project is not in an EJ tract		0
1.6 Energy Use and Climate Change -- 5 Points		
5		
Reduces VMT by increasing access to multimodal transportation options (connecting trails, park and rides, transit)		3
Reduces carbon based fuel usage through alternative fuels, renewable energy or landscaping/right-of-way management		2

2019-2020
 Bridge Restoration, Rehabilitation, & Replacement
 Scoring Criteria

2.1 Transportation Choices/Public Health -- 10 Points			
Facilitation of Other Modes		Barrier Elimination	
5		5	
Addresses 3 modes	5	Project improves a bicycle/pedestrian connection between complimentary land uses	5
Addresses 2 modes	3		
Addresses 1 modes	1		

2.2 Economic Vitality -- 15 Points	
Supports the Regional Freight Network	
5	
Project is on the Freight Network and applicant explains how the project improves Freight Movement	5
Project is not on the Freight Network but applicant explains how the project improves Freight	3
Project is not on the Freight Network and does not improve Freight Movement	0

Serves Regional Activity & Employment Centers	
10	
Project serves activity center found to be of highest development intensity and walkability, and/or Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.	10
Project serves activity center found to be of higher development intensity walkability. Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.	6
Project serves any activity center	4
None of the above	0

2.3 Environment -- 20 Points			
Environmental Lands		MetroGreen Implementation	
10		10	
Applicant provides a map identifying priority natural resource conservation and restoration opportunities along the project corridor and in project watershed	1	Applicant clearly explains how project implements MetroGreen	10
Applicant specifies which conservation areas will be protected, articulates how, and what resources will be required	2	Applicant clearly explains how project enhances connectivity to MG	5
Applicant specifies which natural resource areas will be protected and restored, articulates how, and identifies what resources will be required	4	Project does not implement or enhance connectivity to MetroGreen	0
Applicant also articulates a comprehensive plan to conserve and restore natural resources on a watershed or sub-watershed scale with explicit linkages to other community and environmental assets	10		

2.4 Safety -- 20 Points			
Accident Severity & 5 Year Crash Rate		Data Driven Analysis	Countermeasures
5		5	5
Data: TNC: Total Number of Crashes FC: Fatal Crashes IC: Injury Crashes PDO: Property Damage Only SR: Severity Ratio PSS: Project Severity Score Formula: $SR = (9 \times FC) + (3.5 \times IC) + (1.0 \times PDO) / TNC$ $PSS = 5 \times (SR - 1)$	3= >75% 2= 50-74% 1= 40-59% 2= 20-39% 1= <19% All project PSS will be grouped into equal frequency and assigned points based on scale	Road Segments $R = 1,000,000 \times C / 365 \times N \times V \times L$ Intersections $R = 1,000,000 \times C / 365 \times N \times V$ $R = \text{Crash Rate per 100 million VMT}$ $C = \text{Total number of crashes in the study period}$ $N = \text{Number of years of data}$ $V = \text{Traffic volume}$ $L = \text{Length of segment (mi)}$ * Normalized per 100 million VMT	5= >80% 4= 60-79% 3= 40-59% 2= 20-39% 1= <19% Describe safety analysis methods used including either quantitative or qualitative or both. Describe the results of this study. Examples may include, but are not limited to, site or systemic analysis, Road Safety Audit, field surveys, local network analysis)
		Describe how selected safety countermeasures relate to the Regional Safety Blueprint and/or the safety analysis process previously described	

2.5 System Performance -- 15 Points				2.6 System Condition -- 20 Points			
Current AADT/Lane		Future AADT/Lane		Functional Classification		Bridge Condition	
5		5		5		20	
>10,001	5	>10,001	5	Interstate/freeway/Expressway	5	Sufficiency Rating	
7501 - 10,000	4	7501 - 10,000	4	Principal Arterial	4	<=40	20
5,001 - 7,500	3	5,001 - 7,500	3	Minor Arterial	3	40-54	10
2,501 - 5,000	2	2,501 - 5,000	2	Collector	2	55-69	5
0 - 2,500	1	0 - 2,500	1	Local	1	>=70	0

2019-2020
Bicycle/Pedestrian
Scoring Criteria

3.1 Accessibility/Public Health -- 10 Points		
Relationship to Transportation		
15		
Creates link in identified gap or provides new access in walking or bicycling network	10 possible	
General improvements (no plans referenced)		
Improvements to local corridor (references local plans)		
Improvements to regional corridor (references regional or national plans)		
Improves access to existing transit service		5
3.2 Economic Vitality -- 15 Points		
Serves Regional Activity & Employment Centers		
15		
Project serves activity center * found to be of highest development intensity and walkability, and/or Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.		15
Project serves activity center found to be of higher development intensity walkability. Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.		9
Project serves any activity center		6
None of the above		0
3.3 Environment -- 15 Points		
Environmental Lands		
15		
Applicant provides a map identifying priority natural resource conservation and restoration opportunities along the project corridor and in project watershed		1
Applicant specifies which conservation areas will be protected, articulates how, and what resources will be required		3
Applicant specifies which natural resource areas will be protected and restored, articulates how, and identifies what resources will be required		6
Applicant also articulates a comprehensive plan to conserve and restore natural resources on a watershed or sub-watershed scale with explicit linkages to other community and environmental assets		15
3.4 Public Health -- 5 Points		
Reduces Ozone Precursor Emissions		
5		
Project includes elements that use renewable energy sources, recycled materials, or other green technologies		5
3.5 Safety -- 15 Points		
Safety Elements		
20		
Provides separated crossing or parallel safe accommodation for pedestrians and/or bicyclists for railroads, freeways, rivers or other similar barriers		15
Crossing treatments, hazard mitigation, or proven safety countermeasures are provided at intersections or uncontrolled locations		10
Facility Width 13 ft. curb lane OR 10 ft. SUP OR 5 ft. min sidewalk on one side of street 14 ft. curb lane OR 12 ft. SUP OR 5 ft. min sidewalks both sides of street 4 ft. bike lane or ride able shoulder OR >12 ft. SUP OR >5 ft. sidewalks both sides of street		5
3.6 System Performance -- 20 Points		
Addresses Identified System Preservation Need		
20		
Population residents & employees w/in 1-mi radius	<5,000 5,000-9,999 10,000-14,999 15,000-20,000 >20,000	4 6 8 12 20
3.7 Place Making -- 10 Points		
Design Elements		
10		
Appropriate design elements contributing to quality places (up to 10 pt. total)	Bicycle parking Trash cans Benches Traffic calming such as bulb outs, narrowing travel lanes, raised crosswalks Uses new tested visibility technology or treatment beyond MUTCD Lighting Other (must describe)	1 1 1 2 2 2 2

2019-2020
Public Transportation
Scoring Criteria

4.1 Transportation Choices/Public Health -- 10 Points			
Facilitation of Other Modes			
7			
Improvement in 3 modes level of service	10		
Improvement in 2 modes level of service	5		
Improvement in 1 mode level of service	2		
4.2 Economic Vitality -- 15 Points			
Serves Regional Activity & Employment Centers			
15			
Project serves activity center * found to be of highest development intensity and walkability, and/or Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.	15		
Project serves activity center found to be of higher development intensity walkability. Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.	9		
Project serves any activity center	6		
None of the above	0		
4.3 Environment -- 20 Points			
Environmental Lands		Metrogreen Implementation	
10		10	
Applicant provides a map identifying priority natural resource conservation and restoration opportunities along the project corridor and in project watershed	1	Applicant clearly explains how project implements MG	10
Applicant specifies which conservation areas will be protected, articulates how, and what resources will be required	2	Applicant clearly explains how project enhances connectivity to MG	5
Applicant specifies which natural resource areas will be protected and restored, articulates how, and identifies what resources will be required	4	Project does not enhance connectivity of or implement MetroGreen	0
Applicant also articulates a comprehensive plan to conserve and restore natural resources on a watershed or sub-watershed scale with explicit linkages to other community and environmental assets	10		
4.4 Safety -- 15 Points		4.5 Public Health -- 5 Points	
Safety Elements		Reduces Ozone Precursor Emissions	
20		5	
Does the project include elements that improve transit safety or security? Incremental Scoring	20	Reduces urban heat island effect through materials or landscaping Decreased energy/fuel use Alternative fuel use Multi-modal/increased bike/ped access Traffic flow/congestion mitigation	One point for each strategy
4.6 System Condition -- 15 Points			
Addresses Identified System Preservation Need			
15 Points Maximum			
Replaces Obsolete Vehicles	10		
Includes Preventive Maintenance Activities	10		
Improves Existing Transit Stop Facilities	5		
Enhances Existing Transit Fleet Maintenance Facilities	5		
4.7 System Performance -- 15 Points			
Smart Moves Implementation		Operational Efficiency	
10		5	
Project Addresses an Urban/Commuter Corridor	10	Improves coordination with other transit providers or services	
Project Addresses Major Fixed Route Service	6	Reduces operating costs without reducing ridership	5
Project is Community Based Service coordinated with the Regional System	3	Increases ridership on existing routes	

2019-2020
Roadway Capacity
Scoring Criteria

5.1 Transportation Choices/Public Health -- 10 Points	
Facilitation of Other Modes	
10	
Improvement in 3 modes level of service	10
Improvement in 2 modes level of service	5
Improvement in 1 modes level of service	2
Pedestrian LOS	
Bicycle LOS	
Transit LOS	

5.2 Economic Vitality -- 15 Points	
Supports the Regional Freight Network	
5	
Project is on the Freight Network and applicant explains how the project improves Freight	5
Project is not on the Freight Network but applicant explains how the project improves Freight	3
Project is not on the Freight Network and does not improve Freight Movement	0

Serves Regional Activity & Employment Centers	
10	
Project serves activity center * found to be of highest development intensity and walkability, and/or Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.	10
Project serves activity center found to be of higher development intensity walkability. Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.	6
Project serves any activity center	4
None of the above	0

5.3 Environment --20 Points			
Environmental Lands		MetroGreen Implementation	
10		10	
Applicant provides a map identifying priority natural resource conservation and restoration opportunities along the project corridor and in project watershed	1	Applicant clearly explains how project implements MetroGreen	10
Applicant specifies which conservation areas will be protected, articulates how, and what resources will be required	2	Applicant clearly explains how project enhances connectivity to MG	5
Applicant specifies which natural resource areas will be protected and restored, articulates how, and identifies what resources will be required	4	Project does not implement or enhance connectivity to MetroGreen	0
Applicant also articulates a comprehensive plan to conserve and restore natural resources on a watershed or sub-watershed scale with explicit linkages to other community and environmental assets	10		

5.4 Public Health --5 Points	
Reduces Ozone Precursor Emissions	
Reduces urban heat island effect through materials or landscaping Decreased energy/fuel use Alternative fuel use Multi-modal/increased bike/ped access Traffic flow/congestion mitigation	One point for each strategy

5.5 Safety -- 20 Points					
Accident Severity		5 Year Crash Rate*		Data Driven Analysis	Countermeasures
5		5		5	5
Data:	5= >80%	Road Segments	5= >80%	Describe safety analysis methods used including either quantitative or qualitative or both. Describe the results of this study. Examples may include, but are not limited to, site or systemic analysis, Road Safety Audit, field surveys, local network analysis)	Describe how selected safety countermeasures relate to the Regional Safety Blueprint and/or the safety analysis process previously described
TNC: Total Number of Crashes	4= 60-79%	$R=1,000,000 \times C/365 \times N \times V \times L$	4= 60-79%		
FC: Fatal Crashes	3= 40-59%	Intersections	3= 40-59%		
IC: Injury Crashes	2= 20-39%	$R=1,000,000 \times C/365 \times N \times V$	2= 20-39%		
PDO: Property Damage Only	1= <19%	R=Crash Rate per 100 million VMT C=Total number of crashes in the study period N=Number of years of data V=Traffic volume L=Length of segment (mi)	1= <19%		
SR: Severity Ratio			All project PSS will be grouped into equal frequency and assigned points based on scale		
PSS: Project Severity Score					
Formula:	All project PSS will be grouped into equal frequency and assigned points based on scale				
SR= (9 x FC) + (3.5 X IC) + (1.0 X PDO)/TNC					
PSS= 5x(SR-1)			* Normalized per 100 million vehicle miles traveled		

5.6 System Condition -- 10 Points				5.7 System Performance (a) -- 6 Points			
Useful Life		Bridge		Congestion Management		System Efficiency	
5		5		3		0	
>20 Years	5	Project includes replacement or rehabilitation of a bridge with a sufficiency rating of 70 or less	5	On Congested CMS Segment	3	Congestion Management Toolbox strategies deployed as part of	3
13-20 Years	3			On CMS Network	1		
5-12 Years	1			Not on CMS	0		

5.7 System Performance (b) -- 6 Points				5.7 System Performance (c)-- 8 Points			
Current LOS		Future LOS		Current AADT/Lane		Future AADT/Lane	
3		3		4		4	
E or F	3	E or F	0	>10,001	4	>10,001	4
D	2	D	3	5,001 - 10,000	3	5,001 - 10,000	3
C	1	C	1	2,501 - 5,000	2	2,501 - 5,000	2
A or B	0	A or B	0	0 - 2,500	1	0 - 2,500	1

2019-2020
 Transportation Operations and Management
 Scoring Criteria

6.1 Transportation Choices/Public Health -- 10 Points	
Facilitates Other Transportation Modes	
10	
Improvement in 3 modes level of service	10
Improvement in 2 modes level of service	5
Improvement in 1 modes level of service	2
Pedestrian LOS	
Bicycle LOS	
Transit LOS	

6.2 Economic Vitality -- 15 Points	
Supports the Regional Freight Network	
5	
Project is on the Freight Network and applicant explains how the project improves Freight Movement	5
Project is not on the Freight Network but applicant explains how the project improves Freight Movement	3
Project is not on the Freight Network and does not improve Freight Movement	0

Serves Regional Activity & Employment Centers	
10	
Project serves activity center * found to be of highest development intensity and walkability, and/or Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.	10
Project serves activity center found to be of higher development intensity walkability. Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.	6
Project serves any activity center	4
None of the above	0

6.3 Environment --20 Points			
Environmental Lands		MetroGreen Implementation	
10		10	
Applicant provides a map identifying priority natural resource conservation and restoration opportunities along the project corridor and in project watershed	1	Applicant clearly explains how project implements MetroGreen	10
Applicant specifies which conservation areas will be protected, articulates how, and what resources will be required	2	Applicant clearly explains how project enhances connectivity to MG	5
Applicant specifies which natural resource areas will be protected and restored, articulates how, and identifies what resources will be required	4	Project does not implement or enhance connectivity to MetroGreen	0
Applicant also articulates a comprehensive plan to conserve and restore natural resources on a watershed or sub-watershed scale with explicit linkages to other community and environmental assets	10		

6.4 Public Health -- 5 Points	
Reduces Ozone Precursor Emissions	
5	
Reduces urban heat island effect through materials or landscaping	One point for each strategy
Decreased energy/fuel use	
Alternative fuel use	
Multi-modal/increased bike/ped access	
Traffic flow/congestion mitigation	

6.5 Safety -- 20 Points					
Accident Severity		5 Year Crash Rate*		Data Driven Analysis	Countermeasures
5		5		5	5
Data: TNC: Total Number of Crashes FC: Fatal Crashes IC: Injury Crashes PDO: Property Damage Only SR: Severity Ratio PSS: Project Severity Score Formula: SR= (9 x FC) + (3.5 X IC) + (1.0 X PDO)/TNC PSS= 5x(SR-1)	5= >80% 4= 60-79% 3= 40-59% 2= 20-39% 1= <19% All project PSS will be grouped into equal frequency and assigned points based on scale	Road Segments $R=1,000,000 \times C/365 \times N \times V \times L$ Intersections $R=1,000,000 \times C/365 \times N \times V$ R=Crash Rate per 100 million VMT C=Total number of crashes in the study period N=Number of years of data V=Traffic volume L=Length of segment (mi) * Normalized per 100 million vehicle miles traveled	5= >80% 4= 60-79% 3= 40-59% 2= 20-39% 1= <19% All project PSS will be grouped into equal frequency and assigned points based on scale	Describe safety analysis methods used including either quantitative or qualitative or both. Describe the results of this study. Examples may include, but are not limited to, site or systemic analysis, Road Safety Audit, field surveys, local network analysis)	Describe how selected safety countermeasures relate to the Regional Safety Blueprint and/or the safety analysis process previously described

6.6 System Performance (a) --10 Points			
Current AADT/Lane		Future AADT/Lane	
5		5	
>10,001	5	>10,001	5
5,001 - 10,000	3	5,001 - 10,000	3
2,501 - 5,000	2	2,501 - 5,000	2
0 - 2,500	1	0 - 2,500	1

6.6 System Performance (b) -- 10 Points		
Congestion Management	SOV Trips	Corridor/Access Management
4	3	3
On Congested CMS Segment	Subjective scoring	If project implements a corridor/access management plan, award full points. If not, award zero points
On CMS Network		
Not on CMS		

6.7 System Condition -- 10 Points			
Useful Life		Bridge	
5		5	
>20 Years	5	Project includes replacement or rehabilitation of a bridge with a sufficiency rating of 70 or less	5
13-20 Years	3		
5-12 Years	1		

2019-2020
 Transportation Safety
 STP Scoring Criteria

7.1 Stakeholder Engagement -- 10 Points	
10	
Extent to which the project will engage multiple professional sectors and their stakeholders.	10

7.2 Transportation Choices/Public Health -- 10 Points	
Facilitates Other Transportation Modes	
10	
Improves highway-rail grade crossing safety Improves bicycle and pedestrian safety Improves bus transit safety or transit rider safety	10

7.3 Economic Vitality --15 Points	
Supports the Regional Freight Network	
5	
Project is on the Freight Network and applicant explains how the project improves Freight	5
Project is not on the Freight Network but applicant explains how the project improves Freight	3
Project is not on the Freight Network and does not improve Freight Movement	0

Serves Regional Activity & Employment Centers	
10	
Project serves activity center * found to be of highest development intensity and walkability, and/or Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.	10
Project serves activity center found to be of higher development intensity walkability. Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.	6
Project serves any activity center	4
None of the above	0

7.4 Safety -- 35 Points					
Accident Severity		5 Year Crash Rate*		Data Driven Analysis	Countermeasures
10		10		7	8
Data:	10= >80%	Road Segments	10= >80%	Describe safety analysis methods used including either quantitative or qualitative or both. Describe the results of this study. Examples may include, but are not limited to, site or systemic analysis, Road Safety Audit, field	Describe how selected safety countermeasures relate to the Regional Safety Blueprint and/or the safety analysis process previously described
TNC: Total Number of Crashes	8= 60-79%	$R=1,000,000 \times C/365 \times N \times V \times L$	8= 60-79%		
FC: Fatal Crashes	6= 40-59%	Intersections	6= 40-59%		
IC: Injury Crashes	4= 20-39%	$R=1,000,000 \times C/365 \times N \times V$	4= 20-39%		
PDO: Property Damage Only	2= <19%	R=Crash Rate per 100 million VMT	2= <19%		
SR: Severity Ratio		C=Total number of crashes in the study period			
PSS: Project Severity Score		N=Number of years of data			
		V=Traffic volume			
		L=Length of segment (mi)			
		* Normalized per 100 million vehicle miles traveled			
Formula:	All project PSS will be grouped into equal frequency and assigned points based on scale	All project PSS will be grouped into equal frequency and assigned points based on scale			
SR= (9 x FC) + (3.5 X IC) + (1.0 X PDO)/TNC					
PSS= 5x(SR-1)					

7.5 System Performance -- 20 Points			
Current AADT/Lane		Future AADT/Lane	
10		10	
>10,001	10	>10,001	10
5,001 - 10,000	8	5,001 - 10,000	8
2,501 - 5,000	6	2,501 - 5,000	6
0 - 2,500	4	0 - 2,500	4

2019-2020

Livable Communities Pilot Projects & Other Eligible Projects

Scoring Criteria

8.1	Transportation Choices/Public Health - Number of transportation modes directly integrated - Project improves bicycle/pedestrian connections between complimentary land uses	10
8.2	Economic Vitality - Serves regional activity or employment center - Supports regional freight network	15
8.3	Environment - Preserves or restores environmentally sensitive lands, cultural resources and agricultural lands and/or includes an environmental mitigation plan - Helps implement or connect MetroGreen® regional trails and greenways system	20
8.4	Public Health - Reduces ozone precursor emissions	5
8.5	Safety and Security - Has completed a safety analysis and has described results - Includes appropriate countermeasures or systematic safety improvements	20
8.6	System Condition - Increases useful life of existing facility - Addresses a deferred maintenance or system maintenance need	15
8.7	System Performance - Increases efficiency of existing system - Reduces current congestion - Volume of travel	15