2014 Transportation Alternatives Program - MPO Ranking Process

Before consideration, project applications will be screened for the following attributes:

1. Does the project meet the RTC policy of a "preferred" project type?
2. Is the right-of-way acquired?
3. Does the project have a resolution of funding commitment?

	Making Regional Linkages and Connections	Implementing Active Transportation and Mobility Plans	Improveing Safety	Reducing Barriers	Connecting to Employment, Residents, and Activity Centers	Providing Environmental Benefits	Serving Disadvantaged (Environmental Justice) Areas	Creating Economic Development Opportunities	Other Factors
Description	Improves regional conections between neighborhoods, cities, and counties.	Improving ability to use walking and bicycling facilities for everyday activities, including travel to work, school, and shopping.	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers.	Improves access and/or provides safe crossings for pedestrians, bicyclists, and other non-drivers at an exsisting obstacle to travel.	Provides access to major destinations and large number of residents or employees.	Helps reduce congrestionand improves air quality.	Provides access in underserved communities.	Results in benefits exceeding costs.	Project readiness / ability to initiate construction quickly and geographic distribution.
Points	25	20	15	10	10	10	5	5	15
High Criteria / Scoring Range	Project connects or is in close proximity to transit. Project connects with multiple transit stations. Project is part of a regionally significant corridor, extending an existing facility and/or links multiple jurisdictions. Project completes a gap in a regionally significant corridor or connects multiple jurisdictions. (21-25 points)	Project implements an adopted Safe Routes To School (SRTS) plan. Project constructs a segment of the Regional Veloweb. (14-20 points)	Project is located within or in close proximity to a high crash density area. Project area has a documented history of crashes reported in application and project will have a direct impact on improving safety. (11-15 points)	Project features grade separation from a regionally significant barrier, such as a river, highway and/or railroad, or a combination of multiple moderately significant barriers. (8-10 points)	Project located in an area featuring a high number of special trip generators, schools, and population. (8-10 points)	Project would provide a major federally eligibile, quantifiable air quality improvement. (8-10 points)	Project area features an Environmental Justice index score more than 51. (5 points)	Project is constructed parallel to development featuring large employers. (4-5 points)	Design and engineering is complete. Project has no environmental approval or easement issues. Local entity is contributing more than the minimum match. Strong project support by the public or stakeholders.
Medium Criteria / Scoring Range	Project is within one mile away from rail transit. Project provides a cross-town linkage within a jurisdiction. Project closes a gap of a regionally significant corridor to a regionally significant destination. (11-20 points)	Project implements a locally adopted Trails / Bicycle Master Plan facility that is not part of the Regional Veloweb. (8-13 points)	Project is located within a medium or low crash density area. Project area has a documented history of safety issues and the project may provide some benefit to the safety in the area. (6-10 points)	Project features grade separation from a moderately significant barrier, such as a principal arterial, minor local arterial, moderated size streams/creeks or a combination of multiple minor barrier crossings. (4-7 points)	Project located in an area featuring a moderate amount of special trip generators, schools, and population. (4-7 points)	Project provides some air quality improvement benefit. (4-7 points)	Project area features an Environmental Justice index score between 11-50. (2 points)	Project intersects an area of development. (2-3)	Local entity has made some progress in preconstruction (engineering and design). There is evidence of general project support by the public or stakeholders. Local entity is contributing slightly more than the minimum match.
Low Criteria / Scoring Range	Project is within two miles from transit stations. Project is not a regionally significant corridor, but provides multi-neighborhood access to a school or regionally significant destination. Project completes a local sidewalk gap to a school or a regionally significant destination. (0-10 points)	Project is a sidewalk in a locally adopted plan or neighborhood / district plan. Projects not in an adopted plan received no points. (0-7 points)	Project is located in a low crash density area or in an area with no crash density. Project by its nature will improve safety, such as an off-street path. (0-5 points)	Project features a crossing of minor barriers, such as signalization at a roadway, crosswalk or crossing of a culvert/ditch. (1-3 points)	Project located in an area featuring a small amount of special trip generators, schools, and population. (1-3 points)	Project is not related to air quality and provides little or no additional environmental benefit. (1-3 points)	Project area features an Environmental Justice index score less than 10. (0 points)	Project extends an existing facility already connected to development. (1) Projects with no economic impact are awarded no points.	Project does not have the adequate easements necessary for construction. Project is located in an area commonly awarded bicycle/pedestrian projects. There is no evidence of project support by the public.