

Exhibit D
COMPARISON OF ELEMENTS OF THE PROCESS USED BY VARIOUS METROPOLITAN PLANNING ORGANIZATIONS (MPO) FOR THE SELECTION OF FEDERAL SURFACE TRANSPORTATION PROGRAM (STP) FUNDS ALLOCATED TO SIMILAR SIZED URBANIZED AREAS TO THE MILWAUKEE URBANIZED AREA

Project Selection Characteristic	Mid-America Regional Council (Kansas City, MO/KS) ¹	Ohio-Kentucky-Indiana Regional Council of Governments (Cincinnati, OH) ¹	Indianapolis Metropolitan Planning Organization (Indianapolis, IN)	Memphis Urban Area Metropolitan Planning Organization (Memphis, TN) ¹	Mid-Ohio Regional Planning Commission (Columbus, Ohio)	Capital Area Metropolitan Planning Organization (Austin, TX)	Hampton Roads Transportation Planning Organization (Norfolk/Virginia Beach, VA)	Metropolitan Council (Minneapolis/St. Paul, MN)	Chicago Metropolitan Agency for Planning
	MPO staff	MPO staff	MPO staff	MPO staff	MPO staff	MPO staff	MPO staff	MPO staff	Subregional Council of Mayors (CoM) ² staff
Responsibility for Project Solicitation	MPO staff	MPO staff	Project Sponsor	MPO staff	MPO staff	MPO staff	MPO staff	Committees established for each project category made up of MPO staff and Advisory Committee members, and staff from area local and county public work departments and state and other regional agencies.	Either the subregional CoM staff or the project sponsor
Responsibility for Candidate Project Rating	MPO staff	MPO staff	MPO staff	MPO staff	MPO staff	MPO staff	MPO staff	Committees established for each project category made up of MPO staff and Advisory Committee members, and staff from area local and county public work departments and state and other regional agencies.	CoM staff or the project sponsor
Categories established for rating candidate projects	<ul style="list-style-type: none"> bicycle/pedestrian public transportation bridge replacement and rehabilitation roadway capacity transportation operations and management (including highway preservation projects) transportation safety (including safety education, outreach, and engineering projects) 	<ul style="list-style-type: none"> highway public transportation non-highway freight projects (Other eligible projects not covered by the three project types would be examined and subjectively ranked by the Prioritization Subcommittee compared to the other candidate projects.) 	<ul style="list-style-type: none"> new signalization existing roadway capacity improvement new roadway construction roadway reconstruction/rehabilitation roadway resurfacing bridge replacement bridge rehabilitation intersection improvement bicycle enhancement pedestrian enhancement freight enhancement transit enhancement capital 	<ul style="list-style-type: none"> major road construction resurfacing bicycle/pedestrian signalization 	<ul style="list-style-type: none"> major widening/new roadway (capacity expansion projects) minor widening/intersections/signals (minor widening projects involve adding center turn lanes and widening existing lanes) bike and pedestrian transit system preservation 	<ul style="list-style-type: none"> general (all eligible projects for STP funding, except for exclusively bicycle and pedestrian projects) bicycle and pedestrian CAMPO centers (projects that serve or support implementation of development “Centers” identified in the long-range transportation plan) 	<ul style="list-style-type: none"> highway capacity corridor operational improvements bridge intermodal facilities transit and fixed guideway improvement and expansion transit vehicle replacement/purchase and transit ITS other fixed guideway and transit ITS planning studies transportation demand management intelligent transportation systems 	<ul style="list-style-type: none"> principal arterials (non-freeway) minor arterials (4 sub-categories) bicycle/pedestrian (While there is not an evaluation criteria category for transit projects under the STP program, such candidate projects may be considered for STP funding, but must be originally submitted under, and evaluated with criteria established for the CMAQ program.) 	<p>The project categories vary by regional Council of Mayors (CoM) area. Typically, only highway projects are scored with evaluation criteria. While other projects may be eligible, such as transportation control measures (TCM) and transit projects, evaluation criteria is typically not used for consideration of project selection.</p>
Project scoring	Mostly objectively scored, but some criteria subjectively scored.	Mostly objectively scored, but some criteria subjectively scored.	Objectively scored.	Mostly objectively scored, but some criteria subjectively scored.	Subjectively scored.	Mostly objectively scored, but some criteria subjectively scored.	Both objectively and subjectively scored, depending on criteria and project category.	Subjectively scored.	Most are objectively scored.

Project Selection Characteristic Other considerations in developing listing of projects recommended for funding (through materials produced by MPO staff and conversations with MPO staff)	Mid-America Regional Council (Kansas City, MO/KS)	Ohio-Kentucky-Indiana Regional Council of Governments (Cincinnati, OH)	Indianapolis Metropolitan Planning Organization (Indianapolis, IN)	Memphis Urban Area Metropolitan Planning Organization (Memphis, TN)	Mid-Ohio Regional Planning Commission (Columbus, Ohio)	Capital Area Metropolitan Planning Organization (Austin, TX)	Hampton Roads Transportation Planning Organization (Norfolk/Virginia Beach, VI)	Metropolitan Council (Minneapolis/St. Paul, MN)	Chicago Metropolitan Agency for Planning
	Follow-up technical analysis, public and stakeholder input, and informally geographic equity and the distribution of funding among the project categories.	Geographic equity (by county) and other local considerations, such as project supports other project or development.	Established funding targets and the project priorities of the implementing agencies, geographic equity, and project sponsor deliverability.	During workshop a variety of considerations are discussed, such as the established funding targets, project readiness, likelihood of project or project phases being implemented in 4-year period, the level of funding being requested by each project category, and geographical equity.	Funding targets, priorities indicated by project sponsor, and number of projects funded	Public comments, the funding targets established for CAMPO Centers and bicycle and pedestrian projects, and requested "set asides", such as for MPO planning and programming efforts and emergency recovery projects.	Prior commitments, funding targets, and established funding criteria, such as priority to projects involving a number of communities, projects having regional significance, projects that cannot be funded by other sources, and projects involving ITS improvement	Developed alternative funding scenarios. (The projects listed for each project category under each alternative follow the established ranking)	Varies by subregional CoM. For example, the listing of projects recommended for funding is developed generally following the rankings developed of the candidate projects. Other factors considered, include requested funding level and funding targets.
Established funding targets	None	None	<ul style="list-style-type: none"> 25% - pavement preservation projects 25% - roadway expansion projects 15% - bridge preservation projects 7% - bicycle/pedestrian expansion projects 10% - transit expansion projects 18% - operations and maintenance projects 	<ul style="list-style-type: none"> 67.5% - major road construction projects 10% - resurfacing projects 7.5% - bicycle/pedestrian projects 7.5% - signalization projects 7.5% - reserved for project #208281 ost overruns 	4-year funding targets established by the MPO for STP, CMAQ, TE funding sources. For STP funding, 20% to 40% is targeted for non-highway capacity expansion projects, and 60% to 80% of the funds is targeted for highway capacity expansion projects.	<ul style="list-style-type: none"> 15% for bicycle and pedestrian improvement projects 50% to projects that serve or support areas designated as "Centers" in the MPO's long-range transportation plan. (Can include general and bicycle/pedestrian projects.) 	MPO and Advisory Committee establishes funding targets for highway projects prior to project solicitation. Typically, the funding targets are about 60% for highway projects and 40% for non-highway projects.	None	6 of the 11 CoM do not have funding targets. The funding targets vary by the remaining 5 CoM. Funding targets are generally established for highway projects (70-80%) and TCM-type projects (20-30%)
Who develops listing of projects recommended for funding?	Advisory Committees in Kansas and Missouri	Advisory Committee	MPO staff, guided by Advisory Committee	Advisory Committee, as part of a "workshop", from alternative scenarios developed by MPO staff	Advisory Committee	Advisory Committee	Advisory Committee	The MPO's Transportation Advisory Board (TAB) from alternative funding scenarios developed by Advisory Committee.	Either an advisory committee of the subregional CoM or the subregional CoM

Project Selection Characteristic	Mid-America Regional Council (Kansas City, MO/KS)	Ohio-Kentucky-Indiana Regional Council of Governments (Cincinnati, OH)	Indianapolis Metropolitan Planning Organization (Indianapolis, IN)	Memphis Urban Area Metropolitan Planning Organization (Memphis, TN)	Mid-Ohio Regional Planning Commission (Columbus, Ohio)	Capital Area Metropolitan Planning Organization (Austin, TX)	Hampton Roads Transportation Planning Organization (Norfolk/Virginia Beach, VA)	Metropolitan Council (Minneapolis/St. Paul, MN)	Chicago Metropolitan Agency for Planning
Eligibility of preliminary engineering for funding	Not Eligible	Ohio – Not Eligible Kentucky – Eligible Indiana -Eligible	Not Eligible (ROW also not eligible)	Tennessee – Eligible Mississippi – Not Eligible (ROW also not eligible)	Eligible	Eligible	Eligible	Not Eligible	Varies by subregional CoM, but PE and ROW are typically not eligible.
Limitations on amount of STP funding requested per project	None	Ohio – \$6 million Kentucky – \$5 million Indiana – none	None	None	Limited to 25 percent of the annual funding allocation.	None	None	\$7 million for principal arterials, minor reliever, minor expander, and minor augmentor projects, and \$5.5 million for minor connector and bicycle and pedestrian projects.	All but 2 of the 11 CoM have established limits; • 4 have an established amount—\$1 million to \$2.5 million. • 5 have established a percentage of allocation—50 to 100%.

¹ MPO is responsible for the selection of projects in an urbanized area located within multiple states.

² All of the Surface Transportation Program (STP) funding that is allocated to the urbanized areas within the seven-county Northeastern Illinois Region is combined and sub-allocated to the City of Chicago and the 11 subregional Councils of Mayors (CoM) based on previously established agreements. Each of the 11 subregional CoM have developed their own process for selecting candidate projects for STP funding within their respective area.

Exhibit E

SUMMARY OF CRITERIA UTILIZED IN THE SELECTION OF FEDERAL SURFACE TRANSPORTATION PROGRAM FUNDING ALLOCATED TO URBANIZED AREAS SIMILAR IN SIZE TO THE MILWAUKEE URBANIZED AREA

Kansas City Urbanized Area

The Mid-America Regional Council (MARC), which serves as the MPO for the Kansas City urbanized area, solicits candidate projects for Surface Transportation Program (STP) funding allocated to the urbanized area, along with Bridge Replacement and Rehabilitation Program (BR) funds. Candidate projects for STP funding are rated with evaluation criteria developed for all projects (maximum of 25 points) and developed for six project categories (maximum of 75 points each)—bicycle/pedestrian projects, public transportation projects, bridge replacement and rehabilitation projects, highway capacity expansion projects, transportation operations and management projects (including highway preservation projects), and transportation safety projects (education outreach and engineering projects). While highway preservation projects have been eligible for funding, not many of these types of projects have been pursued by project sponsors. The evaluation criteria were developed for each of the nine policy goals identified in the Kansas City area long-range transportation plan. To develop funding recommendations, the MARC's Kansas and Missouri STP/Bridge Priorities Committees considers the scores calculated for each candidate project and other factors such as follow-up technical analysis and public and stakeholder input, as well as informally geographic equity and the distribution of funding among the six project categories. Below is a summary of the evaluation criteria used for all projects and for three select project categories—capacity expansion, operations and management, and public transportation projects.

Scoring Used for All Projects (25 points)

Criteria	Points	Criteria Measurement Methodology
Accessibility Improves Access to Environmental Justice Areas	5	Points based on whether the project is located within, or provides access to, census-tracts with a high proportion of low-income and minority populations.
Energy Use and Climate Change Reduction in Greenhouse Gases/Carbon-Based Fuels	5	Points based on whether the project would implement measures demonstrated to reduce greenhouse gas emissions and use of carbon based fuels.
“Place Making Consistency with Local/Regional Plans	4	Points based on whether the project is identified in local plans, implements a multi-agency plan, advances local goals and objectives, and/or is consistent with regional objectives (1 point each).
Supports “Creating Quality Places” (Complete Streets) Principles	4	Points based on whether the project will improve walkability, transit access or mobility, and bicycle access or mobility, and/or will address other “Creating Quality Places” (complete streets) principles (1 point each).
Other Criteria Status of Project Development	4	Points based on completing particular phases of the project.
Leverages Other Funds	3	Points subjectively given based on whether the project would be funded by other non-traditional funding, such as private funding.

Scoring Used for Select Project Categories (75 points each)

Criteria	Capacity Expansion Projects	Operations and Management Projects	Public Transportation Projects	Criteria Measurement Methodology
Public Health Improvement of Other Modes Level of Service	5	5	7	Points based on the number of transportation modes—pedestrian, bicycle, and transit—that would have an improved level of service.

Criteria	Capacity Expansion Projects	Operations and Management Projects	Public Transportation Projects	Criteria Measurement Methodology
"Metrogreen" Implementation	--	5	3	Points based on how the project implements, or provides connections to, the network of off-road trails recommended under the area's "MetroGreen" initiative.
Reduces Ozone Emissions	5	5	5	Points based on whether the project would include implementation of an ozone emission reduction measure.
Economic Vitality				
Supports the Regional Freight Network	5	5	--	Points based on whether the highway is on the identified freight network and/or the project improves freight movement.
Serves Regional Activity/Employment Centers	5	5	10	Points based on whether the project would serve existing and/or future regional activity and employment centers.
Place Making				
Serves Planned Development or redevelopment	5	--	--	Points based on whether the projects serves planned development or redevelopment identified in local land use or comprehensive plans, local economic development plans, and/or state economic development plans.
Environment	10	5	10	Points based on whether the project preserves or restores environmentally sensitive lands, cultural resources, and agricultural lands and/or includes an environmental mitigation plan.
Safety/Security				
Crash Severity Rate	2	3	--	Points based on a level of 3-year severity rate calculated based on the proportion of weighted fatal crashes, injury crashes, and property damage only crashes to total crashes.
Crash Rate	2	3	--	Points based on level of 3-year crash rate and determined based on established ranges.
Safety Study	3	5	--	Points are received by providing a summary of a crash analysis conducted for the project.
Implementation of Safety Countermeasures	3	4	--	Points subjectively given based on whether the projects include implementation of safety measures.
Transit Safety and Security	--	--	10	Points based on implementation of transit safety and security elements.

Criteria	Capacity Expansion Projects	Operations and Management Projects	Public Transportation Projects	Criteria Measurement Methodology
System Performance				
Current and Future Level of Service	6	--	--	Based on estimated level of service (LOS) and determined based on established ranges.
Current and Future AADT per Lane	8	10	--	Points based on level of annual average daily traffic per lane and determined based on established ranges.
Congestion Management	3	4	--	Points based on whether project is located on the Congestion Management System network and currently operates under congested conditions.
System Efficiency	3	--	--	Points based on whether project includes congestion mitigation measures identified in the Congestion Management Process.
Operational Efficiency	--	--	5	Points based on whether project improves coordination with other transit services, reduces operating costs without reducing ridership, or increases ridership on existing routes.
Single Occupancy Vehicle Trips	--	3	--	Points subjectively based on whether project would reduce single occupancy vehicle trips.
Corridor/Access Management	--	3	--	Points based on whether project implements a corridor/access management plan.
“Smart Moves” Implementation	--	--	10	Points based on how the project addresses the service objectives—types of service, system coordination, and reduction in operating costs without reduction in ridership—of the area’s long-range transit plan called, “Smart Moves”.
System Condition	10	10	15	Points based on the extent that the project addresses system preservation needs—e.g. extends useful life of facility, vehicle replacement, transit preventative maintenance activities, and improves or enhances transit facilities.

Cincinnati Urbanized Area

The Ohio-Kentucky-Indiana Regional Council of Governments (OKI), which serves as the MPO for the Cincinnati urbanized area, solicits candidate projects for Surface Transportation Program (STP) funding allocated to the urbanized area, along with Federal Congestion Mitigation and Air-Quality Improvement Program (CMAQ) funds. Candidate projects for STP funding are rated with evaluation criteria developed for all projects (maximum of 55 points) and developed for three project categories (maximum of 45 points each)—highway, public transportation, and non-highway freight projects. In some cases, other types of eligible projects submitted by project sponsors may be considered. The evaluation criteria were developed generally based on the nine transportation goals identified in the Cincinnati area long-range transportation plan. A recommended ranking of all projects (STP and CMAQ) is developed by OKI's Prioritization Subcommittee based on the two sets evaluation criteria, which is reviewed and approved by OKI's Intermodal Coordinating Committee. Other considerations in developing listing of projects recommended for funding include, informally geographic equity (by county) and other local considerations, such as project supports other project or development. OKI staff will then determine from the recommended rankings which projects would be funded with either STP or CMAQ funding based on their eligibility. The ICC then develops the listing of projects recommended for STP and CMAQ funding. Below is a summary of the evaluation criteria used for all projects and for three project types eligible for STP funding—highway, public transportation, and non-highway freight projects. Other eligible projects not covered by these three project types would be examined and subjectively ranked by the Prioritization Subcommittee compared to the other candidate projects.

Scoring Used for All Projects (55 points)

Criteria	Points	Criteria Measurement Methodology
Replacement/Expansion	5	Points based on proportion of project that involves replacement and expansion activities.
Environmental Justice	5	Points subjectively given based on project's potential net benefit to low income and minority populations.
Implements "Strategic Regional Policy Plan"	5	Points based on whether the project is located along urban-type developments, serves brownfield or greyfield properties, includes "green" infrastructure strategies, includes efforts to avoid, minimize or mitigate impacts to environmentally sensitive areas, and/or is located adjacent to or through environmentally sensitive areas.
Consistency with Local Plans	5	Points based on whether the project is consistent with a local comprehensive plan.
Air Quality Improvement/Energy Reduction	10	Points based on whether implementation of the project would result in the reduction of vehicle miles travelled and/or vehicle hours travelled.
Local Match	10	Points based on percentage of local match exceeding 20 percent and determined based on established ranges.
Existing Condition	5	Points based on the existing condition of the facilities or vehicles.
Economic Vitality	5	Points based on whether project would create or retain jobs.
History of Project Delivery	-5	Negative points given based on the number of projects that the project sponsor has delayed past the programmed year.
Applicant Requesting Additional Funds for Project	-2	Negative points given based on the percent increase of funds being requested for a project previously approved for funding.
Intermodal Connections	5	Points based on whether the project involves improvement of intermodal connections.

Scoring Used for Project Categories (45 points each)

Criteria	Points	Criteria Measurement Methodology
<u>Highway Projects</u>	<u>45</u>	
Crash Rate	5	Points based on level of crash rate and determined based on established ranges.
Safety Impact	5	Points subjectively given based on whether the projects would improve safety.
Current Level of Service	5	Points based on estimated level of service (LOS).
Improvement of Level of Service	5	Points subjectively given based on whether implementation of the project would improve level of service.
Current ADT	5	Points based on level of average daily traffic and determined based on established ranges.
Freight Volumes	5	Points based on the percentage of freight volume and determined based on established ranges.
Roadway Classification	5	Points based on the projects existing functional classification.
Supports “Complete Streets” principles	5	Points based on the number of modes—highway, transit, bicycle, and pedestrian—accommodated as part of the project, and whether the project includes traffic calming measures.
Status of Project Development	5	Points based on completing particular phases of the project.
<u>Transit Projects</u>	<u>45</u>	
Transit Safety and Security	5	Points based on implementation of safety and security elements.
Useful Life	5	Points based on the expected useful life of the project estimated by using Federal Transit Administration guidelines and determined based on established ranges.
System Improvement	5	Points based on whether project would have a positive improvement to the system and/or passengers.
Project Type	10	Points based on the type of project, such as purchasing of new or replacement vehicles, constructing a transit facility, or purchasing of non-revenue equipment.
Timing of Implementation	5	Points based on number of years needed to implement project and determined based on established ranges.
Ridership Impact	10	Points based on the level of increase in ridership estimated with implementation of the project.
Capital Utilization	5	Points based on the amount of years or percentage of miles exceeding the useful life of the vehicle or facility being replaced. (New vehicles or facilities receive no points.)

Criteria	Points	Criteria Measurement Methodology
<u>Non-Highway Freight Projects</u>	<u>45</u>	
Mode Traffic Flow	5	Points based on the proportion of volume to capacity (v/c) in the area of the specific mode affected by the project and determined based on established ranges.
Impact on Highway Congestion	20	Points based on the level of large trucks estimated to be diverted from highway facilities.
Safety Improvement	5	Points subjectively given based on the level of improvement to safety conditions with implementation of the project.
Timing of Implementation	5	Points based on number of years needed to implement project.
Reliability	5	Points subjectively given based on the estimated improvement to on-time deliveries.
Functional Characteristic of Freight Mode Type	5	For rail projects, points are given based on the functional characteristics of the rail facility. For water port projects, points are given based on the level of shipping service conducted at the port and the accessibility of the port by highway and rail.

Indianapolis Urbanized Area

The Indianapolis MPO solicits candidate projects for Surface Transportation Program (STP) funding for the Indianapolis urbanized area as part of the development of the area transportation improvement program. Candidate projects for STP funding are rated with evaluation criteria developed for 12 project categories—new signalization, existing roadway capacity improvement, new roadway construction, roadway reconstruction/rehabilitation, resurfacing, bridge replacement, bridge rehabilitation, intersection improvement, bicycle enhancement, pedestrian enhancement, freight enhancement, and transit enhancement capital projects (maximum of 100 points each). The evaluation criteria were developed based on five policy guidelines which are meant to guide the development of the area TIP. To develop funding recommendations, the Indianapolis Region Transportation Improvement Program (IRTIP) Committee considers the scores calculated for each candidate project and other factors such as the established funding targets and the project priorities of the implementing agencies, as well as informally geographic equity and project sponsor deliverability. The Indianapolis MPO established funding targets for various projects types: 25% for pavement preservation projects, 25% for roadway expansion projects, 15% for bridge preservation projects, 7% for bicycle/ pedestrian expansion projects, 10% for transit expansion projects, and 18% for operations and maintenance projects. Below is a summary of the evaluation criteria for each of the 12 project categories.

Criteria	Points	Criteria Measurement Methodology
<u>New Signalization</u>	<u>100</u>	
New Signal Warrants	70	Points based on how many MUTCD-defined signal warrants are met.
Federal Functional Classification	15	Points based on the leg of the intersection with the highest Federal functional classification.
Signal Coordination/Interconnection	15	Points based on whether signal coordination or interconnection is included in the project.
<u>Existing Roadway Capacity Improvement</u>	<u>100</u>	
Federal Functional Classification	15	Points based on the Federal functional classification of the roadway.
Existing Operations	25	Points based on severity of existing level of service (LOS) with LOS C or higher receiving no points.
Future Operations	25	Points based on severity of forecast 2035 LOS with LOS D or higher receiving no points.
Existing Average Daily Traffic Volume	25	Points based on average daily traffic volume averaged across corridor segments.
Permanent Neighborhood Disruption/Relocation	10	Points given if no acquisition of existing structures is needed, penalty of -5 points if acquisition is needed.
<u>New Roadway Construction</u>	<u>100</u>	
Projected Average Daily Traffic Volume	40	Points based on projected average daily traffic volume averaged across corridor segments.
Project is Regionally Significant	25	Based on regional significance of the new roadway.
Project Enables Connectivity/ Continuity of the Corridor	25	Based on connectivity and continuity of roadway corridor.
Permanent Neighborhood Disruption/Relocation	10	Points given if no acquisition of existing structures is needed, penalty of -5 points if acquisition is needed.

Criteria	Points	Criteria Measurement Methodology
<u>Roadway Reconstruction and Rehabilitation/Roadway Resurfacing</u>	<u>100 each</u>	
Federal Functional Classification	10	Points based on the Federal functional classification of the roadway.
Pavement Condition Index	50	Points based on existing pavement condition as determined by the Pavement Condition Index and determined with established ranges.
Existing Average Daily Traffic Volume	40	Points based on average daily traffic volume averaged across corridor segments.
<u>Bridge Replacement/Bridge Rehabilitation</u>	<u>100 each</u>	
Sufficiency Rating	40	Points based on the bridge sufficiency rating, with ratings over 50 not eligible for STP funding for replacement and ratings over 80 not eligible for STP funding for rehabilitation determined with established ranges.
Structurally Deficient or Functionally Obsolete	25	Points based on whether the bridge is structurally deficient or functionally obsolete. If neither, the project is not eligible for STP funding for replacement.
Federal Functional Classification	10	Points based on the Federal functional classification of the roadway.
Existing Average Daily Traffic Volume	25	Points based on average daily traffic volume averaged across corridor segments.
<u>Intersection or Intersection Groups</u>	<u>100</u>	
Existing Average Daily Traffic Volume	40	Points based on average daily traffic volume averaged across intersection groups.
Accident rates	20	Points based on the average accident rate per million vehicles averaged across intersection groups determined with established ranges.
Existing Operations	20	Points based on severity of existing level of service (LOS) with LOS D or higher receiving no points.
Future Operations	20	Points based on projected improvement to peak hour LOS.
<u>Bicycle Enhancement</u>	<u>100</u>	
Constructs New Exclusive Bicycle Lane or Multi-Use Path	50	Points based on length of the project if the project includes exclusive bicycle lanes or multi-use path, and determined with established ranges.
Constructs New Public Bicycle Storage	10	Points based on the number of added bicycle parking spaces.
Proximity to Primary Corridor in Bicycle Plan	20	Points based on whether the project is located on or connects to a primary corridor in the Regional Bikeways Plan.
New or Rehabbed Sidewalk/Multi-use Path Connecting to a Bus Stop or Rapid Transit Station	20	Points based on connectivity to existing or planned mass transit routes.

Criteria	Points	Criteria Measurement Methodology
<u>Pedestrian Enhancement</u>	<u>100</u>	
Sidewalk Expansion/Rehabilitation	20	Points based on project length, and determined with established ranges.
Bicycle/Pedestrian Plan Consistency	15	Points based project located on recommended corridor in Regional Pedestrian Plan or identified as a needed segment in a walkability study.
Connects missing link in sidewalk	20	Points based on connectivity to sidewalks identified in the Regional Pedestrian Plan
Eliminates Pedestrian/Vehicle Hazard	15	Points based on elimination of existing hazards to pedestrians
Connects multiple pedestrian destinations	15	Points based on connectivity to high density residential, commercial, office and/or mixed-use districts
New or Rehabbed Sidewalk/Multi-use Path Connecting to a Bus Stop or Rapid Transit Station	15	Points based on connectivity to existing or planned mass transit routes
<u>Freight Enhancement</u>	<u>100</u>	
Implements recommendation from Freight Plan	25	Based on list of Priority Freight Infrastructure Projects in the Indianapolis Intermodal Freight System Plan
Improves Congestion on Established Truck Route	25	Points based on existing intersection LOS on established truck routes defined in the Indianapolis Intermodal Freight System Plan
Allows more direct routing of trucks	15	Points based on connectivity to Interstate interchanges and primary arterials
Eliminates existing impediment on established truck route	10	Points based on improvement to overpass clearances and intersection turning radius
Improves safety on established truck route	15	Points based on improvement to safety factors as determined in the Indianapolis Intermodal Freight System Plan
Improves access to inter-modal freight transfer	10	Points based on type of intermodal transfer
<u>Transit Enhancement Capital Projects</u>	<u>100</u>	
Expand/Maintain Transit Service Accessibility	25	Points given if project extends sidewalk access at bus stops, maintains access at existing bus stops, increases multimodal accessibility, or provides additional bus stops
Improves Safety and Security	10	Points given for transit service with lighting, audio, and visual monitoring
Improves Comfort/Amenities of Transit Patrons	25	Points given for the use of shelters and benches
Enhances Communications/Information Sharing	15	Points based on use of informational signage, electronic media, or support of marketing efforts
Implements the Comprehensive Operation Analysis or Regional Mass Transit Service Plan Recommendations	10	Points based on project's relationship to existing plans
Utilizes Technology for Transit Service Planning	15	Points based on the use of computer software and Web access

Memphis Urbanized Area

The Memphis Urban Area Metropolitan Planning Organization (MPO) solicits candidate projects for Surface Transportation Program funding allocated to the Memphis urbanized area. The candidate projects are rated with evaluation criteria developed for four project categories—major road construction projects (maximum of 100 points plus potentially 20 bonus points), resurfacing projects (maximum of 50 points), bicycle/pedestrian projects (maximum of 50 points), and signalization projects (maximum of 50 points). The evaluation criteria were developed generally based on the area long-range transportation plan. Project selection scenarios are developed by the MPO and presented to the MPO’s Engineering and Technical Committee (ETC) as part of a “workshop” to select a preferred funding scenario. In developing the preferred funding scenario, the ETC also considers during the workshop the established funding targets, project readiness, likelihood of project or project phases being implemented in 4-year period, the level of funding being requested by each project category, and geographical equity. The Memphis MPO established funding targets for each project category: 67.5% for major road construction projects, 10% for resurfacing projects, 7.5% for bicycle/pedestrian projects, and 7.5% for signalization projects, with the remaining 7.5% reserved for project cost overruns. Below is a summary of the evaluation criteria used for each project category.

Criteria	Points	Criteria Measurement Methodology
<u>Major Road Construction Projects</u>	<u>120</u>	
Congestion	20	Points are determined by established ranges of existing annual average daily traffic (up to 4 points), existing volume to capacity ratio (up to 4 points), estimated reductions in travel time delay (up to 10 points), and based on whether project includes congestion mitigation measures identified in the Congestion Management Process (up to 2 points).
Safety	18	Points based on level of crash rate as determined by established ranges (up to 8 points), along with points subjectively given based on whether project includes implementation of traffic calming improvements (up to 5 points) and/or additional design improvements that improve safety (up to 5 points).
Multimodal	16	Points based on whether project will improve bicycle, pedestrian, transit and/or freight access and mobility (up to 4 points each).
Land Use	14	Points based on whether project is consistent with locally adopted plans and advances local goals and objectives (between -14 and +14 points). Negative points if project is inconsistent with an adopted plan and/or has a negative land use impact.
Environmental Justice	6	Points based on whether project positively or negatively impacts an environmental justice community (between -6 and +6 points).
Environment	6	Points based on whether project will have negative or adverse environmental impacts (between -6 and +6 points).
Air Quality	6	Points based on whether project will negatively, neutrally, or positively impact air quality in the region.
Network Continuity	6	Points based on whether project will increase the efficiency of the overall transportation system, promoting greater region-wide connection.
Cost Effectiveness	4	Points based on level of total project cost per vehicle-mile traveled per mile of project length, as determined by established ranges.
Security	4	Points based on whether project will improve public security, including both motorized and non-motorized users of the transportation system.
Bonus Points – Local Funding Overmatch	10	Bonus points to projects for which lead agency can overmatch the typical minimum 20% local match requirement (10 points for 36% or more local match, 5 points for 25%-35% of local match).
Bonus Points – Project Readiness	10	Points based on whether project advanced work and progressed since project was originally submitted (only for “carry over” projects from previous TIP)

Criteria	Points	Criteria Measurement Methodology
<u>Resurfacing Projects</u>	<u>50</u>	
Pavement Condition Index (PCI)	20	Points based on level of roadway's pavement condition as measured by its PCI, as determined by established ranges.
Proximity to Land Uses	10	Points based on whether project is located near industrial (10 points), commercial/retail/office (8 points), or residential development (6 points).
Other Improvements	10	Points based on whether project includes ADA-accessible sidewalks, crosswalks or curb ramps (5 points) or bicycle-related improvements (up to 5 points).
Annual Average Daily Traffic	10	Points based on level of existing average daily traffic, as determined by established ranges.
<u>Bicycle and Pedestrian Projects</u>	<u>50</u>	
Proximity to Land Uses	20	Points based on whether project is located near schools and colleges (up to 6 points), parks (up to 5 points), retail centers (up to 3 points), employment centers (up to 3 points), and/or transit routes (up to 3 points).
Network Continuity	15	Points based on whether project will promote greater region-wide connection (15 points) or have local connection benefits (10 points).
Inclusion in Plans	10	Points based on whether project is identified in MPO's bicycle/pedestrian plan or LRTP (10 points), a locally adopted plan (8 points), or neither (5 points).
Additional Design Improvements	5	Points based on whether project includes additional design improvements that retrofit existing facilities to increase pedestrian/bicycle safety, convenience, and comfort.
<u>Signalization Projects</u>	<u>50</u>	
Existing Intersection Level of Service	15	Points based on level of estimated LOS prior to project's signalization improvements.
Future Intersection Level of Service	10	Points based on level of estimated LOS resulting from project's signalization improvements.
Annual Average Daily Traffic	8	Points based on level of existing annual average daily traffic, as determined by established ranges.
Crash Rate	8	Points based on level of crash rate, as determined by established ranges.
Other	9	Points based on whether project will benefits other modes of transportation (3 points), is part of a coordinated signal project (3 points), and/or will use newer technology (3 points).

Columbus Urbanized Area

The Mid-Ohio Regional Planning Commission (MORPC), the MPO for the Columbus urbanized area, solicits candidate projects for Surface Transportation Program (STP) funding, along with for Congestion Mitigation and Air-Quality Improvement (CMAQ) and Transportation Enhancement funding. Projects types eligible for STP funding are major widening and new roadway projects; intersections, signals, and minor widening projects which involve adding center turn lanes and widening existing lanes; bike and pedestrian projects; transit projects, and system preservation projects. Each candidate project is first subjectively scored up to 10 points for each of the six policy goals identified in the area long-range transportation plan—economy; natural resources; energy; collaboration; health, safety, and welfare; and sustainable neighborhoods—based on reviewing information provided by the project sponsor, and a relative comparison with the other candidate projects. The score for each goal is then weighted based on weighting factors established by goal for each project category to determine the final project scoring (up to 100 points). The MPO's Federal Funding Committee (FCC) reviews the project scorings, and develops a listing of projects recommended for STP, CMAQ, and TE funding based on the candidate project scores and rankings, community needs, regional goals, and the funding targets established for the three funding sources. Below are the weighted maximum score and the information considered for each policy goals under the five project categories. Detail regarding the information requested from project sponsors for each of the six policy goals is provided in Attachment A.

Scoring Used for Project Categories (100 points each)

Policy Goal and Criteria Considered	Maximum Points per Project Category				
	Major Widening or New Roadway	Minor Widening, Intersections, or Signals	Bike and Pedestrian	Transit	System Preservation
Economy Congested VMT Reduction, Travel Delay Reduction, Level of Service Analysis, Existing Truck Percentage, Intermodal Traffic, Non-Retail Jobs within 1 Mile, Impact on Job Growth, Potential Utilization Rating, Number of Users	30	25	15	20	15
Natural Resources Listing of Sensitive Lands, Emission Reduction, Greenroads Rating	10	10	15	15	10
Energy Project Components that Save Energy, Any Extraordinary Energy Aspects	10	10	10	15	10
Collaboration Maturity of Project, Amount and Percentage of Funding Requested, Private Sector Funding, Number of Funding Partners, Documentation of Collaboration	15	10	10	15	15

Policy Goal and Criteria Considered	Maximum Points per Project Category				
	Major Widening or New Roadway	Minor Widening, Intersections, or Signals	Bike and Pedestrian	Transit	System Preservation
Health, Safety, and Welfare Crash Data, Pavement Condition Rating, Bridge Rating, Components that Maximize System Longevity, State of Good Repair Aspects, New Transit System Ridership	25	30	25	15	35
Sustainable Neighborhoods Displacements, Environmental Justice, Sidewalk Percentage, Relationship to Sidewalk System, Regional Bikeway Plan Adherence, Near Transit Line, Enhances Transit Service, 2010 Origin/Destination Density, 2035 Origin/Destination Density	10	15	25	20	15

Austin Urbanized Area

The Capital Area Metropolitan Planning Organization (CAMPO), the MPO for the Austin urbanized area, solicits candidate projects for Surface Transportation Program (STP) funding. Candidate projects for STP funding are rated with evaluation criteria developed for general projects—including all eligible projects for STP funding, except for exclusively bicycle and pedestrian projects—and exclusively bicycle and pedestrian projects (maximum of 100 points each). Any of the candidate projects that serve or support areas designated as CAMPO Centers in the MPO's long-range transportation plan, and that do not add through traffic lanes (with exception), are also rated with evaluation criteria developed for such projects (maximum of 100 points). The MPO's Technical Advisory Committee (TAC) considers the scores and ranking of general and bicycle and pedestrian projects together along with the "Centers" scores—as well as public comments, the funding targets established for CAMPO Centers and bicycle and pedestrian projects, and requested "set asides", such as for MPO planning and programming efforts and emergency recovery projects—to develop a listing of projects recommended for STP funding. The established funding targets include 15% of STP funding for exclusively bicycle and pedestrian improvement projects and 50% of STP funds for CAMPO Centers projects which can include highway and bicycle and pedestrian projects. Below is a summary of each of the three sets of evaluation criteria.

Scoring Used for General Projects (100 points)

Criteria	Points	Criteria Measurement Methodology
Safety		
Preventative Safety Measures	3	Points subjectively given based on detailed documentation of improvements to documented safety issues being provided with application.
Crash Reduction Factor	4	Points are given relative to other candidate projects based on results of an analysis using the Texas Transportation Institute (TTI) Roadway Safety Design Model (up to 4 points) or the estimated number of crashes eliminated per 3 years per mile (up to 3 points).
Texas Strategic Highway Emphasis Areas	2	Project's crash reductions address the Texas Strategic Highways Safety Plan's 'Crash Type and Location' Emphasis Areas.
Safety Improvements for Non-Motorized Users	1	Project receives points for reducing the conflict points between motorize and non-motorized modes by exceeding minimum AASHTO/ADA/ITE bicycle and pedestrian accommodation standards.
Efficiency		
TDM and TSM Measures	4	Points given based on the number of established transportation demand management and transportation system management measures or strategies implemented as part of the project. (Four points requires implementation of five or more of these strategies.)
Bottleneck/Gap Elimination	5	Points received for removing a "bottleneck" or completing "gap" identified in CAMPO's 2008/2009 Roadway Congestion Analysis, by the Bottleneck Study Committee, or by the TxDOT 100 Most Congested Roadways Report.
Security		
Incident Management	2	Points received for providing infrastructure or equipment that increases responder safety or deploys ITS technology.
ITS	2	Points received if the project provides for data capture and management through ITS technology, or project provides for arterial/freeway management systems or traffic incident management systems using ITS technology.

Criteria	Points	Criteria Measurement Methodology
Mobility and Access		
Travel Time	12	Project receives points based on the level of congestion as identified by the 2008/2009 Roadway Congestion Analysis and/or as by identified using a travel demand model under year 2015, 2025, or 2035 conditions, and based on the type of congestion reduction measures proposed as part of the project.
Capacity	8	Points awarded based on an estimate of the additional maximum daily person throughput that would be accommodated by the project.
VMT Reduction	7	Project receives points if it provides transit service, makes operational or safety improvements to a roadway which support transit and non-motorized modes, or includes one or more managed lanes.
Connectivity		
Arterial Connectivity	4	Project receives points for completing gaps in the roadway, pedestrian, and bicycle network, and for providing intersection improvements or ITS investments that support routing traffic along alternative routes during incidents.
Seamless Public Transportation	4	Points awarded for providing greater interconnectedness in the public transportation system, including creating a new intermodal or park & ride facility that connects 2 or more transit routes, adding capacity that supports an existing or planned transit route, prioritizing public transit over other modes in the project corridor, and increasing the number of residents or businesses with access to public transit.
Freight Connections	2	Project receives points for improving connections between freight modes, or capacity for freight movement.
Environment		
Emissions Reduction	15	Project received points based on the measures proposed to be implemented as part of the projects that would be expected to reduce transportation related air emissions and energy consumption by reducing per capita VMT.
Environment, Noise, and Neighborhood Character	5	Project receives points for avoiding environmental sensitivity areas and historical areas, and for including a context sensitive solutions process.
Environmental Justice	5	Project supports an equitable distribution of the impacts and benefits of the transportation system regardless of income, age, or ethnicity. Points awarded for the project being located wholly or partially within an Environmental Justice area an increasing non-tolled access to jobs, healthcare, culture, or education.
Economy		
Access to Employment and Education	3	Points awarded for providing direct access to an existing school, park, library, community center, college, employer of more than 100 individuals, commercial center (5+ businesses), or a residential area of more than 20 units per acre.
Economic Development	2	Project receives points if the application provides documentation of how the project would leverage local investments to support significant economic development in mixed-use, walkable areas.

Criteria	Points	Criteria Measurement Methodology
Funding Commitment	5	Points given based on level of local match greater than 20%, and for documentation of private sector investment in the project.
Cost-Efficient Improvement	5	Points awarded based on the cost/benefit ratio of the project, which is measured as the total points awarded to the project excluding this criterion divided by the total project cost.

Scoring Used for Bicycle and Pedestrian Projects (100 points)

Criteria	Points	Criteria Measurement Methodology
Safety		
Crash History	10	Points based on the number of documented bicycle or pedestrian-related injury crashes in the area to be affected by the proposed facility over the last three-year period for which data is available.
Conflict Factor	5	Project receives points for separating motorized and non-motorized modes determined by established ranges of the existing speed limit of the roadway.
Mobility Needs	10	Points awarded based on the proposed new or improved bicycle and/or pedestrian facility being identified as a low, medium, or high priority corridor in the 2035 High Priority Bicycle Corridor or Pedestrian District.
Access to Destinations	10	Points awarded for candidate project providing direct access to an existing school, park, library, community center, college, large employer, commercial center, or high-density residential area.
Intermodal Connectivity	15	Points awarded based on the number of connections the project has to other transportation modes.
Efficiency – Barrier/Gap Elimination	10	Project receives points based on the reduction in distance that must be traveled from the corridor's endpoints, as determined by established ranges.
Land Use – Centers Concept	10	Project is awarded points for being located within or directly connected to a CAMPO 2035 Center (identified priority mixed-use developments or areas)
Environmental Justice	10	Points awarded for being located within or directly connect to an Environmental Justice Area
Security Measures	10	Project receives points for candidate project including lighting, bicycle racks, and bicycle lockers.
Economy		
Funding Commitment	5	Points awarded based on the cost/benefit ratio of the project, which is measured as the total points awarded to the project excluding this criterion divided by the total project cost.
Cost-Efficient Improvement	5	Points awarded based on the cost/benefit ratio of the project, which is measured as the total points awarded to the project excluding this criterion divided by the total project cost.

Scoring Used for CAMPO 2035 Centers (100 points)

Criteria	Points	Criteria Measurement Methodology
General Transportation Benefits	10	Points given based on multiplying the mobility and connectivity score received by the project by 0.16 for “general” projects and 0.12 for bicycle pedestrian projects (up to 4 points), safety and system preservation score received by the project by 0.12 for “general” projects and 0.09 for bicycle pedestrian projects (up to 3 points), and environmental preservation score received by the project by 0.12 for “general” projects and 0.30 for bicycle pedestrian projects (up to 3 points).
Land Use and Transportation Integration		
Plan Development	7	Points awarded based on design-level plan being completed for the project, or the project is identified in a local downtown plan, comprehensive plan, or capital improvement program.
Encourage Higher Density Development	17	Project receives points for demonstrating that the project would meet or exceed housing and employment capacity projected in the 2035 regional plan (up to 5 points) and housing accommodation levels assumed in the 2035 regional plan (up to 5 points), and the project is considered a catalyst project (up to 7 points)
Encourage Diversity of Land Uses	12	Project receives points based on the number of land uses served (up to 6 points), and whether the project would have an effect on improving jobs-housing balance of an area (up to 6 points).
Design	12	Points awarded for demonstrating that the project would increase street connectivity within a Center (up to 6 points), increase access to transit within a Center (up to 4 points), and reduce parking footprint in the Center (up to 2 points).
Travel Demand Management		
SOV Travel Reduction	10	Project receives points based on measurable support or improvement in the use of alternatives to Single Occupancy Vehicle travel within and connecting to the Center.
Trip Reduction	10	Points awarded based on the level of trip reduction potential of the Center served by the project.
Partnerships and Community Involvement		
Formal Partnerships	10	Points based on the number of letters of support submitted by a public or private sector entity that indicated a commitment to direct in-kind or financial participation in the project.
Community Involvement	5	Points awarded based on the documentation of a robust public involvement process (up to 3 points) and letters of support and records of public meetings that include positive comment about the project (2 points).
Leveraging Outside Investment	7	Points awarded based on the documentation the project being located near a development having an approved Master Development Agreement, a mixed use private developments on one or more sites in the vicinity of the project, a designated TIF district, or other public-funded investment, existing business development, or economic development district.

Norfolk/Virginia Beach Urbanized Area

The Hampton Roads Transportation Planning Organization (HRTPO), which serves as the MPO for the Norfolk/Virginia Beach urbanized area, solicits candidate projects for Surface Transportation Program (STP) funding allocated to the urbanized area, along with Federal Congestion Mitigation and Air-Quality Improvement Program (CMAQ) funds. The candidate projects are rated with evaluation criteria developed for ten project categories—highway capacity, corridor operational improvements, bridge, intermodal facilities, transit and fixed guideway improvement and expansion, vehicle replacement/purchase, other fixed guideway and transit ITS, planning studies, transportation demand management, and intelligent transportation systems (maximum of 100 points each). The MPO's Transportation Programming Subcommittee (TPS) which considers the project ratings and rankings—along with funding targets, and established funding criteria, such as priority to projects involving a number of communities, projects having regional significance, projects that cannot be funded by other sources, and projects involving ITS improvements—to develop listing of projects recommended for STP funding. As well, priority is given first to projects previously approved for STP funding to ensure completion, then to other on-going projects eligible for STP funding, and then to unfunded and new candidate projects. A summary of the evaluation criteria considered for each of the categories, except transportation demand management, are listed below. Evaluation criteria have not yet been established by the MPO for the travel demand management category as only one on-going rideshare project has applied for funding under this project category.

Criteria	Points	Criteria Measurement Methodology
<u>Highway Capacity</u>	<u>100</u>	
Congestion Level	20	Points based on level of existing and future congestion.
Cost-Effectiveness	20	Project with lowest cost per vehicle miles travelled (VMT) gets 20 points and the project with the highest cost per VMT gets 0 points. Points for the other projects determined by straight line interpolation.
System Continuity	20	Based on whether the project completes a link in the transportation system.
Safety	20	Points subjectively based on assessment of safety improvements proposed as part of the project.
Air Quality	10	Points based on implementation of the project resulting in the reduction of NOx (5 points) and hydrocarbons (5 points)
Project Readiness	10	Points subjectively based on the stage of readiness of the project, with projects having detailed design and cost estimates available receiving the highest points.
<u>Corridor Operational Improvements</u>	<u>100</u>	
Arterial level of service (LOS) based on Average Travel Speed	25	Project with lowest average speed (or worst LOS) gets 25 points and the projects having a LOS C or better getting 0 points. Points for the other projects determined relative to project receiving 20 points.
Average Daily Traffic (ADT) of Roadway	20	For both existing and future ADT, the project having the highest ADT gets 10 points with the remaining projects receiving points relative to the highest ADT.
Cost-Effectiveness	25	Project with lowest cost per vehicle miles travelled (VMT) gets 25 points and the project with the highest cost per VMT gets 0 points. Points for the other projects determined by straight line interpolation.
Existing Accident Experience	20	Project with highest crash rate gets 20 points with the remaining projects receiving points relative to the highest crash rate.
Project Readiness	10	Points subjectively based on the stage of readiness of the project, with projects having detailed design and cost estimates available receiving the highest points.

Criteria	Points	Criteria Measurement Methodology
<u>Bridge</u>	<u>100</u>	
Sufficiency Rating	60	Points based on VDOT Bridge Sufficiency Index relative to other projects
Average Daily Traffic Volume	30	Points based on average daily traffic volume relative to other projects
Project Readiness	10	Points subjectively based on the stage of readiness of the project, with projects having detailed design and cost estimates available receiving the highest points.
<u>Intermodal Facilities</u>	<u>100</u>	
Linkages or Connections	40	Points subjectively determined based on whether and how project will establish connections between modes or existing corridors and centers
Accommodations of Intermodal Movements	25	Points subjectively determined based on whether and how project will improve intermodal connections
Freight Movements	25	Points subjectively determined based on whether and how project will improve rail or vehicular access to freight distribution facilities, ports, or major industrial clients
Project Readiness	10	Points subjectively based on the stage of readiness of the project, with projects having detailed design and cost estimates available receiving the highest points.
<u>Transit and Fixed Guideway Improvement and Expansion</u>	<u>100</u>	
Congestion Relief	10	Project with the highest estimated percentage in reduction in trips gets 10 points and the projects expected to not result in any reduction in highway trips receiving 0 points. Points for the other projects determined relative to project receiving 10 points.
Facility Usage	20	Project with the highest estimated ridership gets 20 points and the projects having the lowest getting 0 points. Points for the other projects determined by straight line interpolation.
Cost Effectiveness	20	Project with lowest cost per ridership gets 20 points and the project with the highest cost per passenger gets 0 points. Points for the other projects determined by straight line interpolation.
Air Quality	20	Points based on implementation of the project resulting in the reduction of NOx (10 points) and hydrocarbons (10 points).
Coverage Area	20	Points based on a relative assessment of population and employment within service coverage area.
Project Readiness	10	Points subjectively based on the stage of readiness of the project, with projects having detailed design and cost estimates available receiving the highest points.
<u>Transit Vehicle Replacement/Purchase</u>	<u>100</u>	
Average age of the vehicles	35	Points subjectively scored based on assessment of vehicle fleet average age.
Number of Vehicles to Replace	10	Points subjectively scored based on the proportion of the total vehicle fleet to be replaced.
Emissions	30	Points subjectively based on the relative change of emissions from the old and new vehicles.

Criteria	Points	Criteria Measurement Methodology
Cost Effectiveness	10	Project with lowest cost per ridership gets 20 points and the project with the highest cost per passenger gets 0 points. Points for the other projects determined by straight line interpolation.
Average Mileage	15	Points subjectively based on the average mileage of the vehicles being replaced.
<u>Other Fixed Guideway and Transit ITS Projects</u>	<u>100</u>	
Service Reliability	25	Points subjectively scored based on assessment of whether project would increase reliability of the transit system.
Passenger Safety, Comfort, and Convenience	30	Points subjectively scored based on assessment of whether project would improve passenger safety, comfort, and convenience.
Transit System Efficiency	10	Points subjectively scored based on assessment of whether the project would improve the efficiency of the transit system.
Revenue Collection	25	Points subjectively scored based on assessment of whether project would improve the collection of revenue.
Data Collection	10	Points subjectively scored based on assessment of whether project would improve the transit data collection system.
<u>Planning Studies</u>	<u>100</u>	
Major Issue or LRTP Revision	25	Points subjectively scored based on assessment of whether study is necessary to address a major issue or to revise the long-range transportation plan.
Safety Issue	15	Points subjectively scored based on assessment of whether study would address safety issues.
Encouraging Multimodal Transportation	10	Points subjectively scored based on assessment of whether study would address multi-modal transportation.
Addressing Regional Mobility or Accessibility Needs	20	Points subjectively scored based on assessment of whether study would address the mobility or accessibility needs of the area.
Well-Defined Study	10	Points subjectively scored based on assessment of whether the purpose, design concept and scope for the study were well defined.
Supporting Economic Development	10	Points subjectively scored based on assessment of whether the goals and objectives of the study show support for economic development.
Environmental Preservation/Protection	10	Points subjectively scored based on assessment of whether the goals and objectives of the study demonstrate preservation or protection of the environment.
<u>Intelligent Transportation Systems</u>	<u>100</u>	
Peak Traffic Flow	15	Points subjectively scored based on assessment of whether project would improve traffic flow during peak congestion periods and/or special events.
Safety	25	Points subjectively scored based on assessment of whether project would be expected to result in a decrease in the number or severity of roadway crashes.
Level of Service	20	Points subjectively scored based on assessment of whether project would improve level of service or and/or incident management.

Criteria	Points	Criteria Measurement Methodology
Addressing Regional Mobility or Accessibility Needs	10	Points subjectively scored based on assessment of whether project would address the mobility or accessibility needs of the area.
Improve Communication to Provide Better Motorist Information	20	Points subjectively scored based on assessment of whether project would improve the communication systems to provide better and more accurate traffic information to motorists.
Part of Regional ITS Strategic Plan	10	Points subjectively scored based on assessment of whether project implements the regional intelligent transportation system (ITS) strategic plan.

Minneapolis/St. Paul Urbanized Area

The Metropolitan Council, which serves as the MPO for the Minneapolis-St. Paul Urbanized Area, solicits candidate projects for Surface Transportation Program (STP) funds allocated to the urbanized area, along with Federal Congestion Mitigation and Air-Quality Improvement Program (CMAQ) funds. Candidate projects for STP funding are rated with evaluation criteria developed for six project categories—non-freeway principal arterial projects (maximum of 1,200 points), minor arterial – relievers projects (maximum of 1,250 points), minor arterial – expanders projects (maximum of 1,200 points), minor arterial – augmenters projects (maximum of 1,200 points), minor arterial – connectors projects (maximum of 1,200 points), and bicycle/pedestrian projects (maximum of 1,200 points). The classification of the four minor arterial types depends on its location and purpose. (A description of the minor arterial types is provided in the table below.) Transit and transportation system management capital projects may also be funded with STP funding, but these projects are evaluated using criteria developed for selecting projects for CMAQ funding. Separate committees are formed to score and rank the candidate projects for each project categories. These committees are made up of MPO staff and members of the MPO's Technical Advisory Committee (TAC), along with staff from area local and county public work departments and state and other regional agencies. Scores for each evaluation criteria are subjectively determined for each candidate project based on reviewing information provided by the project sponsor related to the criteria, and relative to the other candidate projects. Following the rankings developed for each project category, the TAC develops at least two alternative funding scenarios for STP funding. The funding scenarios vary only by the amount that each project category would be funded following the established ranking of projects for each funding category. At least one of the funding scenarios proposed is generally based on the relative level of funding requested under the six evaluation categories. The MPO's Transportation Advisory Board (TAB) then approves a listing of projects for STP funding by either choosing one of the funding scenarios developed by the TAC, or by developing its own funding scenario following the established ranking of projects for each funding category. Below is a summary of the evaluation criteria used for each type of the six project categories.

Criteria for Minor Arterial and Principal Arterial Projects

Criteria	Maximum Points Per Project Category					Criteria Measurement Methodology
	Minor Arterials				PA*	
	R*	E*	C*	A*		
Relative Importance	100	100	100	100	100	Points based on length of project (only for relievers), existing and forecast annual average daily traffic, and whether public transit is currently provided on project roadway.
Crash Rate	50	--	--	--	--	Points based on 3-year crash rate on principal arterial being relieved (only for relievers).
Roadway Condition and Age	--	--	--	240	--	Points based on age and condition of section of augmentor (only for augmenters) to be reconstructed via project.
Crash Reduction	50	150	150	80	150	Points based on estimated reduction in crashes on project roadway resulting from project.
Goods Movement	--	--	100	--	--	Points based on ton vehicle miles of project that does not meet standard of 10 ton loads but will be built to meet that standard.
Shoulder Improvements and Non-motorized Travel	--	--	175	--	--	Points based on whether project will include paved or gravel shoulders on rural highways (up to 100 points) or provide separate pedestrian and bicycle facilities in rural town centers (up to 75 points).
Air Quality	100	50	--	60	50	Points based on estimated reduction in CO, NOx, and/or VOC emissions resulting from project.
Congestion	75	--	--	--	--	Points based on hours of congestion per day on principal arterial being relieved (only for relievers).
Congestion Reduction	75	100	--	60	75	Points based on estimated reduction in congestion at most congested location on project roadway resulting from project.
Cost Effectiveness – Crash Reduction	125	125	125	60	125	Points based on total project cost per crash reduced resulting from project.

Criteria	Maximum Points Per Project Category					Criteria Measurement Methodology
	Minor Arterials				PA*	
	R*	E*	C*	A*		
Cost Effectiveness – Air Quality	75	75	--	60	75	Points based on total project cost per emissions reduction per day resulting from project.
Cost Effectiveness – Congestion Reduction	75	75	--	60	100	Points based on total project cost per increase in hourly person throughput resulting from project.
Cost Effectiveness – Goods Movement	--	--	75	--	--	Points based on ton vehicle miles not accommodating 10 ton loads divided by total cost of project.
Cost Effectiveness – Shoulder Improvements	--	--	75	--	--	Points based on shoulder improvement calculation divided by total cost of project.
Long-Range Plan Objectives	100	100	100	100	100	Points based on project’s support of strategies identified in region’s long-range land use and transportation plans.
Affordable Housing Goals	50	50	--	50	50	Points based on level of project community’s progress in addressing its affordable housing goals.
Land Use and Access Management	75	100	100	50	100	Points based on project’s use of a local access management plan, project’s consistency with county or state access management plan, and whether project’s community has a regulatory framework for access control.
Corridor Access Management	75	100	100	50	100	Points based on whether project helps to implement access management plan by removing or modifying nonconforming access points.
Multimodal	125	75	--	130	75	Points based on whether project will improve bicycle, pedestrian, transit and/or freight access and mobility.
Project Readiness	100	100	100	100	100	Points based on how many steps have been taken toward implementation of project.
Total Points	1,250	1,200	1,200	1,200	1,200	

*Key: R=Reliever - provides relief to congested principal arterials.

E=Expander - provides connections to developing suburban areas.

C=Connector - provides connections between rural areas.

A=Augmenter – provides an alternative to principal arterials within the “IH 494/IH 694 ring”

PA=Principal Arterial (non-freeway)

Criteria for Bicycle and Pedestrian Projects (1,200 points)

Criteria	Points	Criteria Measurement Methodology
Facility Type	250	Points based on significance of barrier to be crossed by project, how well project improves network connectivity, and importance of separate bicycle/walkway segments to be connected.
Potential Use	250	Points based on current population density, employment density, and college/university enrollment (each within one mile of project), and how project will provide more direct connections between trip origins and destinations.
Cost Effectiveness	200	Points based on total project cost divided by totals of: current population, future population, current employment, and future employment, each within one mile of project limits (up to 50 points each).
Safety/Security	100	Points based on how well project will address safety issues and security needs for project location.
Long-Range Plan Objectives	100	Points based on project's support of strategies identified in region's long-range land use and transportation plans.
Affordable Housing Goals	50	Points based on level of project community's progress in addressing its affordable housing goals.
Multimodal	50	Points based on whether project will improve bicycle and pedestrian access to transit routes.
Project Readiness	200	Points based on how many steps have been taken toward implementation of project.

Chicago Area

All of the Surface Transportation Program (STP) funding that is allocated to the urbanized areas within the seven-county Northeastern Illinois Region is combined and sub-allocated to the City of Chicago and the 11 subregional Councils of Mayors (CoM) based on previously established agreements. STP funding is administered by the Chicago Metropolitan Agency for Planning (CMAP), the MPO for the portions of the Chicago and Round Lake Beach urbanized areas within the State of Illinois, and by the Illinois Department of Transportation. Each of the 11 subregional CoM have developed their own process for selecting candidate projects for STP funding within their respective area. Generally, the CoM planning staff review and rate each candidate project, and subregional CoM Technical Committees make recommendations on which candidate projects should be funded within their area. Typically, the subregional CoM have developed evaluation criteria for only highway projects. The evaluation criteria used varies by subregional CoM, but common evaluation criteria include: traffic volume and/or congestion mitigation, pavement condition, air quality benefits and/or implementation of transportation control measures, safety, project readiness, and regional benefit/inter-governmental projects. Other projects types may also be eligible for STP funding within the subregional CoM, but these projects are generally evaluated by the CoM Technical Committees based on information provided by the project sponsor. Following approval by the subregional CoM, the listing of projects selected for funding is forwarded to CMAP for inclusion in the area TIP. Below is the evaluation criteria utilized by two of the subregional CoM—Northwest CoM and the North Shore CoM. The North Shore CoM updated their evaluation criteria in 2012.

Northwest Council of Mayors (125+ points)

Criteria	Points	Criteria Measurement Methodology
Traffic Volume (AADT)	20	Points based on the AADT of the road, and determined based on established ranges.
Regional Transportation Significance	20	Points based on the IDOT functional classification of the roadway, and determined based on established ranges.
Safety	15	Points based on a comparison of the three-year average crash rate against IDOT's average crash rate for the type of roadway being improved, and determined based on established ranges.
Intergovernmental Importance	15	Points based on the number of jurisdictions sponsoring the project.
Air Quality Benefits	20	Points based on reduction of automobile trips, VMT, or emissions with a penalty for projects with negative air quality benefits
Pavement Condition	15	Points based on the existing pavement condition of the roadway.
Level of Service –OR– Volume/Capacity Ratio	20	Points based on either level of service or volume/capacity ratio, whichever produces the highest score, and determined based on established ranges.
Transportation Control Measure Component	5 each	Five points given for each transportation control measure included as part of the project.

North Shore Council of Mayors (100 points)

Criteria	Points	Criteria Measurement Methodology
Regional Transportation Significance	20	Points based on the IDOT functional classification of the roadway (up to 10 points) and the number of project sponsors funding the project (up to 10 points), and determined based on established ranges.
Safety	20	Points based on the ranking of the number of vehicle crashes, pedestrian crashes, and bicycle crashes amongst the candidate projects determined with established ranges, and based on whether there was a crash involving a fatality and/or incapacitating injury (up to 5 points each)
Pavement Condition	20	Points based on the existing pavement condition of the roadway.
Congestion Mitigation	15	Points based on both existing level of service and the expected level of service improvement.
Complete Streets/Multimodal	15	Points based on whether project includes transit, bicycle, and pedestrian improvements are part of the project, and whether project appears in local, subregional, or regional plans.
Project Readiness	5	Points based on whether preliminary engineering has been initiated or completed for the project.
Local Needs	5	Points based on whether project sponsor had not had a project in the last 10 years.

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