



RTC Selection Criteria

Urban STP/CMAQ Grants

Project Screening Criteria

1. Is the project consistent with Regional Transportation Plan (RTP), Local Comprehensive Plans, and Congestion Management Process? (*Road and transit projects that add capacity must be listed in the RTP*)
2. If a road project, is the facility federally classified as an urban collector/rural minor arterial or above?
3. Is the project an improvement project, rather than a maintenance project?
4. Does the request for STP/CMAQ funds exceed the regional cost limitation of \$4,000,000 per mile?
5. Is the project ready to proceed and has a reasonable timeline for implementation?
6. If an operational improvement, does the project follow TSMO guidance?

Summary of Selection Criteria

<u>Evaluation Criteria</u>	<u>Weight</u>
Mobility	20
Multimodal/Operations	15
Safety	20
Economic Development	20
Financial/Implementation	15
Sustainability/Air Quality	<u>10</u>
	100

Mobility ***20 Maximum***

Existing Peak Hour Condition	0-10
<ul style="list-style-type: none"> • V/C Ratio 0.9 or greater/Less than 60% of Posted Speed • V/C Ratio 0.8 to 0.89/60-64% of Posted Speed • V/C Ratio 0.7 to 0.79/65-69% of Posted Speed • V/C Ratio 0.5 to 0.69/70-74% of Posted Speed • Transit (Unless corridor can be identified) 	10 7 5 3 6
RTP 20-Year Model	0-2
<ul style="list-style-type: none"> • V/C Ratio Reduced 0.1 • V/C Ratio Reduced 0.05 • Modeled Speed Improvement 	2 1 1-2
Congestion Management Process	0-6
<ul style="list-style-type: none"> • On CMP Network • Project Addresses CMP Concern 	2 0-4
Network Development	0-4
<ul style="list-style-type: none"> • Extends Improvements • Completes Gap • Completes Corridor • New Network Connection • Improves Parallel Corridor 	1-2 2-3 3-4 0-4 0-2
Truck Route	0-5
<ul style="list-style-type: none"> • T5-T1 	1-5

Benefit Weighted by Existing Peak Hour Volume	0-4
• 1,501+ Vehicles	4
• 901-1,500 Vehicles	3
• 500-899	1

Multimodal/Operations **15 Maximum**

Operational Improvements	0-8
• Signal integration/upgrade	2
• Data Collection (Volume, speed, occupancy, classification)	2
• Traffic Surveillance	2
• Communication Infrastructure	2
• Variable message signage	2
• Traveler Information	2
• Access Management	2
• Smart Transit Management/Transit Signal Priority	2

Multimodal	0-10
• Transit Expansion	0-8
• Peak Hour Transit Buses (1 point per 2 Buses)	0-5
• Transit Replacement	0-3
• Exclusive Transit Lanes (Transit Only, BAT Lanes, etc.)	2-8
• Transit Amenities (Shelter, Platform, etc.)	0-2
• Park and Ride Construction	5-8
• Carpool/Vanpool	1-3
• Improve Non-Motorized Access to Park and Ride/Transit	1-2
• Extends or Completes gap in Bicycle Route	1-3
• Construct 10-foot separated path or two 5-foot striped bicycle lanes	2
• Sidewalks (Both Sides)	1-2
• Sidewalks wider than 5' and/or Planter Strip (3' minimum)	1-3
• Improves Transit Speed/Reliability	1-3
• Transportation Demand Management	1-3
• Contact C-TRAN's Capital Project Manager (10+ days)	1
• Adopted Complete Street Policy	1

Safety **20 Maximum**

Correctable Collision History	0-8
• Sliding Scale	0-8
Accident Rate	0-2
• Below Average, Average, or Above Average	0-2
Safety Strategies Implemented	0-10
• Public Transit Safety or Security	1-5
➤ Security Camera	
➤ Lighting	
➤ Improve Visibility	
• Pedestrian Safety	1-5
➤ Add sidewalk where one does not exist	
➤ ADA accessibility	
➤ Wider sidewalk	
➤ Buffer	

- Improved Street Crossing (crosswalk/signal)
- Lighting
- Improve Access to Transit
- Target Zero Strategy
- Bicycle Safety 1-5
 - Add Striped Bicycle Lane
 - Add Separated Path
 - Buffer
 - Improves Access to Transit
 - Target Zero Strategy
- Improves Intersection 1-5
 - Provide Appropriate Traffic Control
 - Improves Visibility/Sight Distance
 - Improves Geometry/Approach
 - Address Collisions at Intersection Identified in Safety Management Assessment
 - Target Zero Strategy
- Improve Road Safety 1-5
 - Improve Clear Zone
 - Improve Geometry
 - Improve Visibility/Sight Distance
 - Add Rumble Strips, raised markers, barrier/guardrail
 - Target Zero Strategy

Existing Conditions 0-6

- Pavement Widths (Deviation from standards) 0-2
- Shoulder Widths (1 pt. per 2 feet less than 6') 0-3
- No Center Turn lane/Pocket (Project must correct) 1

Provides Access Management 0-6

- Add Non-Traversable Median greater than 50% of project length 3
- Add C-Curb at Intersections or less than 50% of project length 2
- Close Minor Intersections 1
- Reduce Access Points 2-5
- Eliminate Existing At-Grade Crossing 5

Economic Development 20 Maximum

Employment Growth 0-12

- Retail Employment Growth (Regional Model-Select Link) 0-5
- Other Employment Growth (Regional Model-Select Link) 0-7

Provide or Improves Access to Existing Employment and CTR Employers 0-8

- Existing Employment (Regional Model-Select Link) 0-8

Freight Generator 0-5

- Improves Access 1-3
- Creates Access 4-5

Private Development 1-5

- Signed Development Agreements 1-3
- Private Investment in Public Infrastructure 1-3

Environmental Justice 0-2

- Bike, Pedestrian, Transit Enhancement to EJ block group 0-2

Financial/Implementation**15 Maximum**

Overmatch Funding	0-8
• 1 Point per 4% Above Minimum Match	
Previously Completed Work (Prior to application deadline)	0-8
• Environmental Permits Submitted/Approved	1-3
• Plans, Specs, and Estimate Completed	3
• Right of Way Acquisition Complete	3
• No Sensitive Areas or Issues Pending	3
• Transit Vehicle Purchase	4
Full Funding In Place	4

Sustainability/Air Quality**10 Maximum**

Air Quality Benefit	0-10
• TCM Tools (Reduction of CO and VOC)	0-10
Sustainability Measures	0-10
• LID or Enhanced Treatment Stormwater Control	2
• Hardscaping or Native Planting (no permanent irrigation)	1
• Correction of Fish Barrier	0-3
• Enhances Stream Bank Conditions	1
• Corrects Existing Sensitive Area Impacts	2
• Appropriate Reduction in Existing Pavement Width	0-3
• Replace or Install Low Energy Street Lighting	3
• Reuse/Recycling of Materials	2
• In-Place Pavement Reconstruction or Structural Retrofit	2

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