RTC Selection Criteria for STBG/CMAQ/CRP Grant Programs

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/preservation project?
4. Does the request for STP/CMAQ funds exceed the regional cost limitation of $6,000,000 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 Needs Criteria

Evaluation Criteria	Weight
Mobility	22
Multimodal/Operations	18
Safety	22
Economic Development	22
Financial/Implementation	15
Sustainability/Air Quality	11
	110

Mobility — *22 Maximum*

Existing Peak Hour Condition — **0-10**

- V/C Ratio 0.9 or greater/Less than 60% of Posted Speed — 10
- V/C Ratio 0.8 to 0.89/60-64% of Posted Speed — 7
- V/C Ratio 0.7 to 0.79/65-69% of Posted Speed — 5
- V/C Ratio 0.5 to 0.69/70-74% of Posted Speed — 3
- Transit (based on level of transit expansion) — 6-8

Regional System — **0-4**

- Project is located on the RTC designated regional system — 2
- Enhancement to Regional System — 0-2

Congestion Management Process — **0-6**

- On CMP Network — 2
- Project Addresses CMP Concern — 0-4

Network Development — **0-6**

- Extends Improvements — 1-3
- Completes Gap — 3-4
- Completes Corridor — 5-6

- New Network Connection 2-6
- Improves Parallel Corridor 0-3

Benefit Weighted by Existing Peak Hour Volume **0-5**

- 1,501+ Vehicles 5
- 901-1,500 Vehicles 3
- 500-899 1

Multimodal/Operations *18 Maximum*

Operational Improvements **0-8**

- Signal integration/upgrade 2
- Data Collection (Volume, speed, occupancy, classification) 2
- Traffic Surveillance 2
- Communication Infrastructure (conduit, fiber, switches, etc.) 1-3
- Variable message signage 2
- Traveler Information 2
- Smart Transit Management/Transit Signal Priority 2
- Roundabout(s) 1-5

Multimodal **0-13**

- Transit Expansion 1-8
- Peak Hour Transit Buses (1 point per 2 Buses) 0-5
- 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
- Completes gap in Bicycle or Pedestrian 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/Ordinance 1-2
- Adopted ADA Transition Plan (less than 10 years old) 1

Safety *22 Maximum*

Correctable Collision History (3 year) **0-8**

- Sliding Scale (FHWA, Target Zero, documented Countermeasures) 0-8

Accident Rate **0-2**

- Below Average, Average, or Above Average 0-2

Safety Strategies Implemented **0-10**

- Public Transit Safety or Security 1-8
  - Passenger Safety (Camera/Lighting/Visibility/Security Patrols)

  - Enhanced Pedestrian Access/Crossings near Stations
  - Improved Maintenance
  - Employee Safety (Collision/Drug Testing/Distracted Diving, etc.)
- 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 — *22 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

Truck Route — **0-5**
- T5-T1 1-5

Private Development — **1-5**
- Signed Development Agreements 1-3
- Private Investment in Public Infrastructure 1-3

Accessibility — **0-4**
- Improves community health by expanding transportation options for bicycling, walking, and/or taking transit 0-4

Financial/Implementation — *15 Maximum*

Overmatch Funding — **0-8**
- 1 Point per 4% Above Minimum Match

Previously Completed Work (Prior to application deadline) — **0-10**
- Land purchase not needed or completed 3
- Stamped Engineer Estimate 3
- Direct Purchase 2
- Survey Completed 2
- Geotechnical Report Completed 2

Sustainability/Air Quality — *11 Maximum*

Air Quality Benefit — **0-10**
- TCM Tools (Reduction of CO and VOC) 0-10

Sustainability Measures — **0-8**
- 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 0-2
- Replace or Install Low Energy Street Lighting 2
- Reuse/Recycling of Materials 2
- In-Place Pavement Reconstruction or Structural Retrofit 2

- Transit – Reduced Emission 2
- Transit - Reduced noise and vibration 2
- Transit - Reduced per capita VMT 2
- Transit – Creating Livable Communities 2

Project Delivery Score -2 to 2 Maximum

Project Delivery -2 to 2