MEETING NOTICE

The Corridor MPO (Metropolitan Planning Organization)  
TTAC (Transportation Technical Advisory Committee)  
May 7, 2019 at 2:00 p.m.  
Training Room – Cedar Rapids City Hall, Lower Level  
101 First Street SE, Cedar Rapids

Chair: Seth Gunnerson – Cedar Rapids  
Vice Chair: Brenna Fall – Cedar Rapids  
TTAC Voting Members: Brad Ketels - Linn County; Randy Burke – Linn County Conservation; Dick Ransom - Hiawatha; Shane Wicks – Fairfax; Kesha Billings & Mike Barkalow - Marion; Scott Pottorff - Ely; Jon Bogert – Palo; Kelli Scott - Robins; Ron Griffith, Nate Kampman, Seth Gunnerson, John Witt, Steve Krug, Brenna Fall, Doug Wilson, Matt Myers, Steve Hershner, & Jason Middlekauff - Cedar Rapids; Tom Peffer - Linn County Trails Association.  
TTAC Non-voting Members: Cathy Cutler - Iowa DOT; Darla Hugaboom- FHWA; Daniel Nguyen - FTA

AGENDA

Roll Call

Public Comment Period

Action/Discussion Items


Report Items/Member Updates

Next Scheduled Meeting

➤ Next TTAC meeting: June 6, 2019 @ 2:00 pm, Time Check Hall, First Floor - West Entrance, City Services Center, 500 15th Ave SW, Cedar Rapids
Item 1. Project Evaluation Criteria for 2045 Long Range Transportation Plan (LRTP)

At the meeting on April 4th, 2019, WSP, the consultants assisting the CMPO with the LRTP planning process, presented goals, objectives, and evaluation considerations to be utilized during the project selection process. After the discussion with TTAC members, the evaluation considerations were revised to incorporate feedback received at the meeting.

Now the evaluation considerations have been further refined into scoring criteria for projects by mode. The scoring criteria will be used to determine which projects from the Vision Project (VP) list will be moved to the Fiscally Constrained Project list that will be included in the 2045 LRTP. Projects in the Fiscally Constrained Project (FCP) list are the projects that are eligible for Surface Transportation Block Grants (STBG) and Transportation Alternative Program (TAP) funds through the annual Transportation Improvement Program (TIP) administered by Corridor MPO staff annually.

The goal for this agenda item is to have a discussion facilitated by the consultant regarding the proposed scoring criteria. Please review the attached matrices prior to the meeting and be prepared to provide input at the meeting. The consultant will give a brief overview before beginning a conversation about the scoring criteria.

TTAC members will be asked to provide technical based input on whether these items represent the appropriate criteria and weight for the goal for which the criteria are evaluating.
<table>
<thead>
<tr>
<th>GOAL</th>
<th>FEDERAL PLANNING FACTORS</th>
<th>PROPOSED OBJECTIVES</th>
<th>PROPOSED PERFORMANCE MEASURES</th>
<th>PROPOSED PROJECT EVALUATION CONSIDERATIONS</th>
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<tbody>
<tr>
<td>SAFETY &amp; SECURITY</td>
<td>2, 3</td>
<td>• Reduce the number and severity of crashes</td>
<td>• Number of fatalities*</td>
<td>• Does project include safety features? Does project include safety features in high crash location? High crash areas to be defined by volume and severity of crashes in past five years. (High Crash areas to be defined and mapped)</td>
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<td>• Reduce the number of crashes involving non-motorists</td>
<td>• Fatality rate (per 100 million VMT)*</td>
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<td>• Coordinate transportation investments with adopted evacuation and emergency management plans</td>
<td>• Number of serious injuries*</td>
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<td>• Serious injury rate (per 100 million VMT)*</td>
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<td>• Number of non-motorized fatalities and serious injuries*</td>
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<td>• Does project include bicycle, pedestrian, or transit improvement in area where non-motorists or carless households live?</td>
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<td>• Does project incorporate traffic calming measure in area where non-motorists live?</td>
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<td>• Does project support adopted complete streets plan?</td>
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<td>ECONOMIC VITALITY</td>
<td>1, 10</td>
<td>• Improve access to and mobility within activity centers and regional destinations</td>
<td>• Employment (density) (within 1/4 mile of transit, bicycle, or pedestrian facility)</td>
<td>• Does project provide connectivity and access to prominent employer(s), tourist attraction(s), or other regional activity center(s)/(destination(s)? Regional Activity Centers to be defined and mapped)</td>
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<td>• Improve connectivity between workforce and jobs</td>
<td>• Population (density) (within 1/4 mile of transit, bicycle, or pedestrian facility, or school)</td>
<td>• Does project support the movement of goods within and throughout region?</td>
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<td>• Freight movement on the Interstate System - the Truck Travel Time Reliability (TTR) Index (referred to as the Freight Reliability measure)*</td>
<td>• Does project align with existing land use, economic development, and/or transportation plans?</td>
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<td>• Does project improve connectivity to freight or logistics center?</td>
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<td>• Does project improve safe interaction with freight rail and other modes?</td>
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<td>SUSTAINABILITY &amp; HEALTH</td>
<td>5</td>
<td>• Offer travel choices that improve opportunities for non-motorized transportation and physical activity</td>
<td>• Mode split</td>
<td>• Does project help connect residents to amenities including walking and biking facilities, parks, grocery stores, etc.?</td>
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<td>• Invest in transportation options to improve equity for all</td>
<td>• Miles of sidewalks</td>
<td>• Does project include or promote bicycle, pedestrian or transit component?</td>
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<td>• Promote non-motorized transportation, alternative fuel vehicles, and other strategies that support improvements in air quality</td>
<td>• Miles of trails</td>
<td>• Does project promote transportation demand management strategies, and other efforts that support improvements in air quality?</td>
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<td>• Protect and provide access to natural, cultural, and historic resources for all populations</td>
<td>• Miles of dedicated bicycle facilities</td>
<td>• Does project provide access to natural or cultural resources (greenways, parks, etc.)?</td>
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<td>• Population (density) (within 1/4 mile of transit, bicycle, or pedestrian facility, or school)</td>
<td>• Does project avoid or minimize impacts to environmentally sensitive areas?</td>
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<td>• Outdoor air quality data</td>
<td>• Does project incorporate non-motorized or multimodal facility in environmental justice (EI) area and/or area with high % of carless households?</td>
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<td>• Does project promote irlf development?</td>
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<td>TRANSPORTATION CHOICES</td>
<td>4, 6</td>
<td>• Reduce congestion through operational strategies and improvements to network connectivity, before investing in roadway capacity</td>
<td>• Congestion (as measured by LOS)</td>
<td>• Does project improve a congestion issue? (CONGESTION to be defined)</td>
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<td>• Enhance connectivity within and between modes by focusing on filling gaps in transportation networks across and between modes, for people and freight.</td>
<td>• Annual Average Traffic Volumes (AADT)</td>
<td>• Does project improve connectivity by filling in gap in transportation networks? (System Gap to be defined)</td>
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<td>• Improve transportation options for those with high cumulative housing and transportation costs</td>
<td>• Average commute distance (LEHD or LODES data) or other employment travel pattern measure</td>
<td>• Does project increase access to resources in environmental justice (EI) area and/or area with high % of carless households?</td>
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<td>• Minimize conflicts between freight movement and local communities</td>
<td>• Mode split</td>
<td>• Does project include green design features (narrower street widths, bioretention curb extensions, sidewalk planters, permeable pavement, street trees,) etc.?</td>
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<td>• Transit ridership, revenue hours, and passengers per revenue hour (reported in CMPO Transit Plan)</td>
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<td>• Does project address or include TSMO strategies including access management, incident management, managed lanes, special event management, etc.?</td>
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<td>• Does project involve deployment of ITS features like variable speed limits, signal optimization, real-time traveler information, connected or autonomous vehicles, etc.?</td>
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<td>• Does project promote or protect parks, grocery stores, etc.?</td>
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<td>• Does project involve improving physical deficiencies or conditions in the transportation system or related infrastructure, rather than focusing on capacity expansion?</td>
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<td>• Does project address trail condition improvement?</td>
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<td>• Does project involve reusing or repurposing existing roadway infrastructure for other uses?</td>
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<td>• Does project include or promote bicycle, pedestrian or transit component?</td>
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<td>• Does project include or promote complete streets plan?</td>
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<td>SYSTEM OPERATIONS</td>
<td>5, 7</td>
<td>• Improve travel time reliability through effective management of both recurring and non-recurring congestion</td>
<td>• % of the person-miles traveled on the Interstate that are reliable (referred to as the Interstate Travel Time Reliability measure)*</td>
<td>• Does project involve improving physical deficiencies or conditions in the transportation system or related infrastructure, rather than focusing on capacity expansion?</td>
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<td>• Reduce impacts of non-recurring events such as crashes, special events, weather, and construction</td>
<td>• % of the person-miles traveled on the non-Interstate NHS that are reliable (referred to as the Non-Interstate Travel Time Reliability measure)*</td>
<td>• Does project address or improve connectivity to freight or logistics center?</td>
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<td>• Provide travelers with information and options to optimize decision-making and improve travel time reliability (TDM)</td>
<td>• Transit ridership, revenue hours, and passengers per revenue hour (reported in CMPO Transit Plan)</td>
<td>• Does project address or improve connectivity to freight or logistics center?</td>
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<td>• Trail age</td>
<td>• Does project involve improving physical deficiencies or conditions in the transportation system or related infrastructure, rather than focusing on capacity expansion?</td>
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<td>MAINTENANCE</td>
<td>8</td>
<td>• Keep existing infrastructure in a state of good repair. Prioritize system preservation and improvements to pavement and bridge conditions</td>
<td>• % of pavement on interstate system in good condition*</td>
<td>• Does the project address trail condition improvement?</td>
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<td>• % of pavement on interstate system in poor condition*</td>
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<td>• % of pavement on non-Interstate NHS system in good condition*</td>
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<td>• % of pavement on non-Interstate NHS system in poor condition*</td>
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<td>• % of NHS bridges in good condition*</td>
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<td>STORMWATER &amp; GREEN FEATURES</td>
<td>9</td>
<td>• Mitigate stormwater impacts of construction projects through green design features and sustainable construction methods</td>
<td>• Number of RTP projects incorporating sustainable design strategies (Dollar figure of those projects)</td>
<td>• Does the project address trail condition improvement?</td>
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<td>• Promote dialogue on relationship between transportation infrastructure and stormwater runoff</td>
<td>• Number of TIP projects incorporating sustainable design strategies (Dollar figure of those projects)</td>
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<td>• Vulnerable assets (centerline miles in floodways)</td>
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<td>• Incidents of roadway closures due to flooding</td>
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<td>• Does the project address green design features (narrower street widths, bioretention curb extensions, sidewalk planters, permeable pavement, street trees,) etc.?</td>
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<td>Goal</td>
<td>Proposed Objectives</td>
<td>Proposed Project Evaluation Considerations</td>
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<td><strong>SAFETY &amp; SECURITY</strong></td>
<td>- Reduce the number and severity of crashes &lt;br&gt; - Reduce the number of crashes involving non-motorists &lt;br&gt; - Coordinate transportation investments with adopted evacuation and emergency management plans</td>
<td>- Does project include safety features? Does project improve safety features in high crash location? &lt;br&gt; - Does project include bicycle, pedestrian, or transit improvements in area where non-motorists are on high crash accidents? &lt;br&gt; - Does project incorporate traffic calming measures in area where non-motorists live or travel? &lt;br&gt; - Does project support adopted complete streets plan?</td>
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<td><strong>ECONOMIC VITALITY</strong></td>
<td>- Improve access to and mobility within activity centers and regional destinations &lt;br&gt; - Improve connectivity between workforce and jobs</td>
<td>- Does project provide connectivity and access to prominent employers, tourists or other regional activity centers/destinations? &lt;br&gt; - Does project support the movement of goods within and throughout region? &lt;br&gt; - Does project address existing land use re-development, and/or provide access to natural, cultural, and historic resources for all populations? &lt;br&gt; - Does project help connect residents to amenities including walking and biking facilities, parks, grocery stores, etc.?</td>
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<td><strong>SUSTAINABILITY &amp; HEALTH</strong></td>
<td>- Offer travel choices that improve opportunities for non-motorized transportation and physical activity &lt;br&gt; - Promote non-motorized transportation, alternative fuel vehicles, and other strategies that support improvements in air quality &lt;br&gt; - Project and provide access to natural, cultural, and historic resources for all populations</td>
<td>- Does project help connect residents to amenities including walking and biking facilities, parks, grocery stores, etc.? &lt;br&gt; - Does project include or promote bicycle, pedestrian or transit corridor? &lt;br&gt; - Does project promote transportation demand management strategies, and other efforts that support improvements in air quality? &lt;br&gt; - Does project provide access to natural or cultural resources (greenways, parks, etc.)? &lt;br&gt; - Does project avoid or minimize impacts to environmentally sensitive areas? &lt;br&gt; - Does project provide non-motorized or multimodal facility in environmental justice (EJ) area and/or area with high % of carless households? &lt;br&gt; - Does project promote still development?</td>
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<td><strong>TRANSPORTATION CHOICES</strong></td>
<td>- Reduce congestion through operational strategies and improvements to an existing network or connectivity, rather than focusing on capacity expansion &lt;br&gt; - Enhance connectivity within and between modes by focusing on filling gaps in transportation networks &lt;br&gt; - Improve transportation options for those with high cumulative housing and transportation costs &lt;br&gt; - Minimize conflicts between freight movement and local communities</td>
<td>- Does project improve a congestion issue? (CONGESTION to be defined) &lt;br&gt; - Does project improve connectivity for future transportation networks? (System gap to be defined) &lt;br&gt; - Does project improve access to resources in environmental justice (EJ) area and/or area with high % of carless households? &lt;br&gt; - Does project promote still development?</td>
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<td>- Improve travel time reliability through effective management of both recurring and non-recurring congestion &lt;br&gt; - Reduce impacts of non-recurring events such as crashes, special events, weather, and construction</td>
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<td><strong>STORMWATER &amp; GREEN FEATURES</strong></td>
<td>- Reduce environmental impacts of projects through green design features and sustainable construction methods &lt;br&gt; - Promote dialogue on relationship between transportation infrastructure and stormwater runoff</td>
<td>- Does project include green design features? (retention/detention extensions, bioretention basins, permeable pavements, green streets, etc.) &lt;br&gt; - Does project address stormwater management issues (i.e. flooding)? &lt;br&gt; - Does project support adopted stormwater plans or policies?</td>
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**Proposed Road Projects Scoring Criteria**

**Safety Features and High Crash Areas:**
- Project contains more than three safety features located in a defined high crash area, and provides accommodations/improved facilities for multiple modes. 15 pts.<br>- Project contains more than three safety features located in a defined high crash area. 10 pts.<br>- Project contains two safety features and is located in a defined high crash area. 6 pts.<br>- Project contains less than two safety features and is located in a defined high crash area. 0 pts.

**System Reliability Improvement:**
- Project includes more than three safety features located in a defined high crash area. 10 pts.<br>- Project includes two safety features and is located in a defined high crash area. 6 pts.<br>- Project contains less than two safety features and is located in a defined high crash area. 0 pts.

**Enhanced Goods Movement:**
- Project connects to major employer, tourist attraction or other regional activity center. 3 pts.<br>- Project connects to one major employer, tourist attraction or other regional activity center. 2 pts.<br>- Project connects to multiple major employers, tourist attraction or other regional activity center. 1 pt.<br>- Project does not connect to any major employer, tourist attraction or other regional activity center. 0 pts.

**System Connectivity:**
- Project is part of an adopted plan. 3 pts.<br>- Project is part of an adopted plan. 2 pts.<br>- Project is part of an adopted plan. 1 pt.<br>- Project is not part of an adopted plan. 0 pts.

**Sustainability:**
- Project contains three green design elements. 6 pts.<br>- Project is on a federal functional classified National Highway System. 4 pts.<br>- Project is on a federal functional classified major arterial. 3 pts.<br>- Project involves construction of a new roadway facility. 2 pts.<br>- Project involves addition of 2 new roadway segments, access management strategies or 1 feature. 1 pts.<br>- Project involves addition of 1 new roadway segment, access management strategies or 1 feature. 0 pts.

**Transportation Choices:**
- Project includes more than three safety features located in a defined high crash area. 10 pts.<br>- Project includes two safety features and is located in a defined high crash area. 6 pts.<br>- Project contains less than two safety features and is located in a defined high crash area. 0 pts.

**Sustainability:**
- Project provides benefit to an Environmental Justice area. 3 pts.<br>- Project provides benefit to an Environmental Justice area. 2 pts.<br>- Project provides benefit to an Environmental Justice area. 1 pt.<br>- Project does not provide benefit to an Environmental Justice area. 0 pts.

**System Reliability Improvement:**
- Project includes more than three safety features located in a defined high crash area, and provides accommodations/improved facilities for multiple modes. 15 pts.<br>- Project includes more than three safety features located in a defined high crash area. 10 pts.<br>- Project includes two safety features and is located in a defined high crash area. 6 pts.<br>- Project includes less than two safety features and is located in a defined high crash area. 0 pts.

**Enhanced Goods Movement:**
- Project connects to major employer, tourist attraction or other regional activity center. 3 pts.<br>- Project connects to one major employer, tourist attraction or other regional activity center. 2 pts.<br>- Project connects to multiple major employers, tourist attraction or other regional activity center. 1 pt.<br>- Project does not connect to any major employer, tourist attraction or other regional activity center. 0 pts.

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### STORMWATER & GREEN FEATURES
- Reduce environmental impacts of projects through green design features and sustainable construction methods
- Promote dialogue on relationship between transportation infrastructure and stormwater runoff

#### PROPOSED OBJECTIVES
- Does project include green design features?
- Does project address stormwater management issues?

#### PROPOSED PROJECT EVALUATION CONSIDERATIONS
- Does project address environmental/infrastructure impacts?
- Does project address stormwater/infrastructure connectivity issues?

#### PROPOSED TRAITS PROJECTS SCORING CRITERIA
<table>
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<tr>
<th>Goal</th>
<th>Safety &amp; Security</th>
<th>Economic Vitality</th>
<th>Sustainability &amp; Health</th>
<th>Transportation Choices</th>
<th>System Operations</th>
<th>Maintenance</th>
<th>Stormwater &amp; Green Features</th>
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<td><strong>Goal</strong></td>
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<td>• Reduce conflict between freight movement and local communities.</td>
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<td>• Improve transportation time reliability (TDM).</td>
<td>• Expand connectivity to major freight centers.</td>
<td>• Reduce environmental impacts of projects through green design features and sustainable construction methods.</td>
</tr>
<tr>
<td><strong>Proposed Objectives</strong></td>
<td>Does project address environmental/infrastructure impacts? Does project address stormwater/infrastructure connectivity issues?</td>
<td>Does project promote accessibility to communities including walking and biking facilities, parks, grocery stores, etc.?</td>
<td>Does project include traffic calming measure in area where non-motorists live?</td>
<td>Does project include traffic calming measure in area where non-motorists live?</td>
<td>Does project contain more than two green design elements?</td>
<td>Does project involve deployment of ITS features like variable speed limits, signal incident management, managed lanes, special event management, etc.?</td>
<td>Does project include green design features? Does project contain more than two green design elements?</td>
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<td><strong>Proposed Project Evaluation Considerations</strong></td>
<td>Does project include safety features? Does project include safety features in high crash locations? Does project includes two safety features per defined corridor?</td>
<td>Does project contain more than two green design elements?</td>
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**TOTAL POINTS POSSIBLE:**
- 10
- 10
- 8
- 8
- 8
- 8
- 6

**TOTAL POINTS POSSIBLE:** 20
STORMWATER & GREEN SYSTEM OPERATIONS
ECONOMIC VITALITY
SUSTAINABILITY & HEALTH
TRANSPORTATION CHOICES
SYSTEM OPERATIONS
MAINTENANCE
STORMWATER & GREEN FEATURES
GOAL
PROPOSED OBJECTIVES
PROPOSED PROJECT EVALUATION CONSIDERATIONS
PROPOSED TRANSIT PROJECTS SCORING CRITERIA
SAFETY & SECURITY
• Reduce the number and severity of crashes
• Coordinate transportation investments with adopted evacuation and emergency management plans
• Does project include safety features? Does project include safety features in high-crash locations? High-crash areas to be defined by volume and severity of crashes in last five years. [High-crash areas to be defined and mapped]
• Does project incorporate feedback from community on traffic calming measure in area where non-motorists or carless households live?
• Does project support adopted complete streets plan?
• Promote dialogue on relationship between transportation infrastructure and stormwater runoff
• Reduce environmental impacts of projects through green design features and sustainable construction methods
• Keep existing infrastructure in a state of good repair
• Prevent or mitigate impacts of environmental incidents (i.e. flooding)
• Does project support adopted stormwater plans or policies?
• Does project replace transit rolling stock that has exceeded its useful life by more than one year and less than five years.
• Does project replace transit rolling stock that has met its useful life past five years.
• Does project replaces transit rolling stock that has exceeded its useful life by more than one year and less than five years.
• Does project replaces transit rolling stock that has exceeded its useful life by more than five years.
• Keep existing infrastructure in a state of good repair
• Prevent or mitigate impacts of environmental incidents (i.e. flooding)
• Does project include green design features (narrower street widths, bio retention, curb extensions, sidewalk planters, permeable pavement, street trees, etc.)
• Does project include or promote bicycle, pedestrian or transit component?
• Does project replace transit rolling stock that has exceeded its useful life by more than five years.
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<th>PROPOSED TRANSIT PROJECTS SCORING CRITERIA</th>
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<td>SAFETY &amp; SECURITY</td>
<td>• Reduce the number and severity of crashes</td>
<td>• Does project include safety features? Does project include safety features in high crash locations? High crash area to be defined by volume and severity of crashes in past five years. (High Crash areas to be defined and mapped)</td>
<td>Safety Features and High Crash Areas: 5 pts. - Project does not include safety or security features. 10 pts. - Project does include some safety features. 20 pts. - Project includes both safety features and security features. 30 pts. - Project includes safety features, security features, and provides accommodations / improved facilities for multiple modes.</td>
</tr>
<tr>
<td>ECONOMIC VITALITY</td>
<td>• Improve access to and mobility within activity centers and regional destinations</td>
<td>• Does project provide connectivity and access to prominent employer(s), tourist attraction(s), or other regional activity center(s) (Regional Activity Centers to be defined and mapped)</td>
<td>Connectivity to Major Destinations: 5 pts. - Does project connect to major employer, tourist attraction or other regional activity center. 10 pts. - Project connects to one major employer, tourist attraction or other regional activity center. 15 pts. - Project connects to multiple major employers, tourist attractions or other regional activity center.</td>
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<td>SUSTAINABILITY &amp; HEALTH</td>
<td>• Offer travel choices that improve opportunities for non-motorized transportation and physical activity</td>
<td>• Does project support the movement of goods within and throughout region?</td>
<td>Environment Justice: 5 pts. - Does project benefit to an Environmental Justice area. 10 pts. - Project provides benefit to an Environmental Justice area.</td>
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<td>TRANSPORTATION CHOICES</td>
<td>• Improve time travel reliability through effective management of both demand and capacity</td>
<td>• Does project improve a congestion issue? (CONGESTION to be defined)</td>
<td>System Connectivity: 5 pts. - Project promotes access for pedestrians. 10 pts. - Project promotes access for pedestrians and bicyclists. 15 pts. - Project promotes access for pedestrians, bicyclists, and connections to intercity services.</td>
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<td>SYSTEM OPERATIONS</td>
<td>• Improve travel time reliability through effective management of both demand and capacity</td>
<td>• Does project include two technology features.</td>
<td>Transit System Information: 5 pts. - Project includes no technology features (AVC, AVL, 40-Il on buses, real time bus information) 10 pts. - Project includes one technology feature. 15 pts. - Project includes two or more technology features. 20 pts. - Project includes three or more technology enhancements.</td>
</tr>
<tr>
<td>MAINTENANCE</td>
<td>• Keep existing infrastructure in a state of good repair: Prioritize system preservation and improvements to pavement and bridge conditions</td>
<td>• Does project address or include TSMO strategies including access management, incident management, managed lanes, special event management, etc.?</td>
<td>System Performance: 5 pts. - Project does not improve system performance. 10 pts. - Project improves system performance. 15 pts. - Project improves system on-time performance or reliability.</td>
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<td>STORMWATER &amp; GREEN FEATURES</td>
<td>• Reduce environmental impacts of projects through green design features and sustainable construction methods</td>
<td>• Does project improve stormwater system performance?</td>
<td>State of Good Repair: 5 pts. - Project does not address a SIS issue. 10 pts. - Project replaces transit rolling stock that has met its useful life. 15 pts. - Project replaces transit rolling stock that has exceeded its useful life by more than one year and less than five years. 20 pts. - Project replaces transit rolling stock that has exceeded its useful life by more than five years.</td>
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