### Scoring Matrix

<table>
<thead>
<tr>
<th>Transportation Outlook 2040 Goal Area</th>
<th>All Projects</th>
<th>Bridge</th>
<th>Bicycle/Pedestrian</th>
<th>Transit</th>
<th>Capacity</th>
<th>Operations</th>
<th>Safety</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Vitality</td>
<td>0</td>
<td>0</td>
<td>15</td>
<td>10</td>
<td>15</td>
<td>100</td>
<td>15</td>
<td>10</td>
</tr>
<tr>
<td>Place Making</td>
<td>10</td>
<td>8</td>
<td>0</td>
<td>0</td>
<td>10</td>
<td>150</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Equity</td>
<td>10</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>00</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>20</td>
<td>13</td>
<td>15</td>
<td>10</td>
<td>25</td>
<td>150</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td><strong>Connected</strong></td>
<td>Revised 2017-18</td>
<td>Revised 2017-18</td>
<td>Revised 2017-18</td>
<td>Revised 2017-18</td>
<td>Revised 2017-18</td>
<td>Revised 2017-18</td>
<td>Revised 2017-18</td>
<td>Revised 2017-18</td>
</tr>
<tr>
<td>Transportation Choices</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>5</td>
<td>10</td>
<td>100</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>Safety and Security</td>
<td>0</td>
<td>0</td>
<td>20</td>
<td>10</td>
<td>20</td>
<td>150</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>System Condition</td>
<td>0</td>
<td>0</td>
<td>20</td>
<td>20</td>
<td>0</td>
<td>00</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>System Performance</td>
<td>0</td>
<td>0</td>
<td>15</td>
<td>15</td>
<td>20</td>
<td>150</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>0</td>
<td>0</td>
<td>60</td>
<td>50</td>
<td>50</td>
<td>150</td>
<td>60</td>
<td>55</td>
</tr>
<tr>
<td>Public Health</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>5</td>
<td>10</td>
<td>100</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>Environment</td>
<td>0</td>
<td>0</td>
<td>20</td>
<td>10</td>
<td>15</td>
<td>100</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>Climate Change &amp; Energy Use</td>
<td>5</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>00</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>5</td>
<td>5</td>
<td>25</td>
<td>15</td>
<td>25</td>
<td>150</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>5</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>00</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>30</td>
<td>25</td>
<td>100</td>
<td>75</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

### Revised 2017-18 Scoring Matrix Summary

<table>
<thead>
<tr>
<th>Transportation Outlook 2040 Goal Area</th>
<th>Bridge</th>
<th>Bicycle/Pedestrian</th>
<th>Transit</th>
<th>Capacity</th>
<th>Operations</th>
<th>Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vibrant</strong></td>
<td>27%</td>
<td>23%</td>
<td>35%</td>
<td>27%</td>
<td>23%</td>
<td>27%</td>
</tr>
<tr>
<td><strong>Connected</strong></td>
<td>46%</td>
<td>50%</td>
<td>38%</td>
<td>46%</td>
<td>47%</td>
<td>46%</td>
</tr>
<tr>
<td><strong>Green</strong></td>
<td>23%</td>
<td>20%</td>
<td>23%</td>
<td>23%</td>
<td>23%</td>
<td>23%</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td>4%</td>
<td>7%</td>
<td>4%</td>
<td>4%</td>
<td>7%</td>
<td>4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>
# Scoring Criteria

## 1.2 Place Making -- Interjurisdictional Planning -- 4 Points

<table>
<thead>
<tr>
<th>4</th>
<th>Project is identified in a local land use, comprehensive or site plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Project will implement a multi-agency plan</td>
</tr>
<tr>
<td>1</td>
<td>Project advances unique local goals and objectives</td>
</tr>
<tr>
<td>1</td>
<td>Project is consistent with larger plans and/or applicable regional standards</td>
</tr>
</tbody>
</table>

## 1.2b Place Making -- Relationship to Sustainable Code Framework -- 6 Points

<table>
<thead>
<tr>
<th>6</th>
<th>Project achieves 40% of the concepts within:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1-2 Principles</td>
</tr>
<tr>
<td>2</td>
<td>3-4 Principles</td>
</tr>
<tr>
<td>4</td>
<td>5 Principles</td>
</tr>
<tr>
<td>6</td>
<td>6+ Principles</td>
</tr>
</tbody>
</table>

## 1.3 Other -- Implementation -- 5 Points

<table>
<thead>
<tr>
<th>5</th>
<th>Project is included in a local CIP or equivalent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Readiness of Project Plans</td>
</tr>
<tr>
<td>1</td>
<td>Conceptual Plans (up to 35% complete)</td>
</tr>
<tr>
<td>1</td>
<td>Preliminary/Final Plans (&gt;35% complete)</td>
</tr>
<tr>
<td>2</td>
<td>All Right-of-Way has been acquired (or no ROW will be acquired)</td>
</tr>
</tbody>
</table>

## 1.4 Equity -- Public Participation -- 5 Points

<table>
<thead>
<tr>
<th>5</th>
<th>Project implementation will include public engagement strategy. Strategy is clearly described in attachment and includes specific techniques to engage transportation disadvantaged populations.*</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Conceptual project underwent further planning and refinement in a process that included public engagement and incorporated feedback received.</td>
</tr>
<tr>
<td>1</td>
<td>Project supports goals and strategies developed through a comprehensive/general planning process that included public engagement and incorporated feedback received.</td>
</tr>
<tr>
<td>0</td>
<td>No public participation cited and/or project does not support goals and strategies in comprehensive/general plan.</td>
</tr>
</tbody>
</table>

## 1.5 Equity -- Environmental Justice -- 5 Points

<table>
<thead>
<tr>
<th>5</th>
<th>Project is in an EJ tract and applicant clearly explains how project improves access for that area</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Project is not in an EJ tract but applicant clearly explains how project improves access for an EJ tract</td>
</tr>
<tr>
<td>0</td>
<td>Project is not in an EJ tract</td>
</tr>
</tbody>
</table>

## 1.6 Energy Use and Climate Change -- 5 Points

<table>
<thead>
<tr>
<th>5</th>
<th>Reduces VMT by increasing access to multimodal transportation options (connecting trails, park and rides, transit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Reduces carbon based fuel usage through alternative fuels, renewable energy or landscaping/right-of-way management</td>
</tr>
</tbody>
</table>
2019-2020
Bridge Restoration, Rehabilitation, & Replacement

Scoring Criteria

2.1. Transportation Choices/Public Health — 10 Points

<table>
<thead>
<tr>
<th>Facilitation of Other Modes</th>
<th>Barrier Elimination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Addresses 4 modes</td>
<td>1</td>
</tr>
<tr>
<td>Addresses 3 modes</td>
<td>3</td>
</tr>
<tr>
<td>Addresses 2 modes</td>
<td>5</td>
</tr>
<tr>
<td>Project improves a bicycle/pedestrian connection between complimentary land use</td>
<td>1</td>
</tr>
</tbody>
</table>

2.2. Economic Vitality — 15 Points

<table>
<thead>
<tr>
<th>Supports the Regional Freight Network</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project is on the Freight Network</td>
</tr>
<tr>
<td>Project is not on the Freight Network</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Serves Regional Activity &amp; Employment Centers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project serves activity center found to be of highest development intensity and walkability, and/or</td>
</tr>
<tr>
<td>Project implements elements &amp; recommendations of &quot;Planning Sustainable Places&quot; or similar demonstration projects from &quot;Creating Sustainable Places&quot; initiatives, and/or</td>
</tr>
<tr>
<td>Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.</td>
</tr>
<tr>
<td>Project serves activity center found to be of higher development intensity and walkability, and/or</td>
</tr>
<tr>
<td>Project implements elements &amp; recommendations of &quot;Planning Sustainable Places&quot; or similar demonstration projects from &quot;Creating Sustainable Places&quot; initiatives, and/or</td>
</tr>
<tr>
<td>Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>None of the above</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
</tr>
</tbody>
</table>

2.3. Environment — 30 Points

<table>
<thead>
<tr>
<th>Environmental Lands</th>
<th>MetroGreen Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant provides a map identifying priority natural resource conservation and restoration opportunities along the project corridor and in project watershed</td>
<td>1</td>
</tr>
<tr>
<td>Applicant specifies which conservation areas will be protected, articulates how, and what resources will be required</td>
<td>2</td>
</tr>
<tr>
<td>Applicant specifies which natural resource areas will be protected and restored, articulates how, and identifies what resources will be required</td>
<td>4</td>
</tr>
<tr>
<td>Applicant articulates a comprehensive plan to conserve and restore natural resources on a watershed or sub-watershed scale with explicit linkages to other community and environmental assets</td>
<td>10</td>
</tr>
</tbody>
</table>

2.4. Safety — 20 Points

<table>
<thead>
<tr>
<th>Accident Severity &amp; 5 Year Crash Rate</th>
<th>Data Driven Analysis</th>
<th>Countermeasures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Data: TNC: Total Number of Crashes</td>
<td>Road Segments</td>
<td>Sufficiently analyze all accidents and prioritize solutions</td>
</tr>
<tr>
<td>1-&lt;75%</td>
<td>( cluttered, V ∈ L ) x N x V</td>
<td></td>
</tr>
<tr>
<td>75% - 100%</td>
<td>( cluttered, V ∈ L ) x N x V</td>
<td></td>
</tr>
<tr>
<td>FC: Fatal Crashes</td>
<td>Total number of crashes in the study period</td>
<td></td>
</tr>
<tr>
<td>1-&lt;75%</td>
<td>( cluttered, V ∈ L ) x N x V</td>
<td></td>
</tr>
<tr>
<td>75% - 100%</td>
<td>( cluttered, V ∈ L ) x N x V</td>
<td></td>
</tr>
<tr>
<td>IC: Injury Crashes</td>
<td>Number of years of data</td>
<td></td>
</tr>
<tr>
<td>1-&lt;75%</td>
<td>( cluttered, V ∈ L ) x N x V</td>
<td></td>
</tr>
<tr>
<td>75% - 100%</td>
<td>( cluttered, V ∈ L ) x N x V</td>
<td></td>
</tr>
<tr>
<td>PDO: Property Damage Only</td>
<td>Traffic volume</td>
<td></td>
</tr>
<tr>
<td>1-&lt;75%</td>
<td>( cluttered, V ∈ L ) x N x V</td>
<td></td>
</tr>
<tr>
<td>75% - 100%</td>
<td>( cluttered, V ∈ L ) x N x V</td>
<td></td>
</tr>
<tr>
<td>SR: Severity Ratio</td>
<td>Total number of crashes in the study period</td>
<td></td>
</tr>
<tr>
<td>1-&lt;75%</td>
<td>( cluttered, V ∈ L ) x N x V</td>
<td></td>
</tr>
<tr>
<td>75% - 100%</td>
<td>( cluttered, V ∈ L ) x N x V</td>
<td></td>
</tr>
<tr>
<td>PSS: Project Severity Score</td>
<td>Number of years of data</td>
<td></td>
</tr>
<tr>
<td>1-&lt;75%</td>
<td>( cluttered, V ∈ L ) x N x V</td>
<td></td>
</tr>
<tr>
<td>75% - 100%</td>
<td>( cluttered, V ∈ L ) x N x V</td>
<td></td>
</tr>
<tr>
<td>Formula: DN = (13.5 X IC) + (11.0 X PDO/TNC)</td>
<td>Traffic volume</td>
<td></td>
</tr>
<tr>
<td>PSS = (SR-1)</td>
<td>Total number of crashes in the study period</td>
<td></td>
</tr>
<tr>
<td>Formula:</td>
<td>Total number of crashes in the study period</td>
<td></td>
</tr>
<tr>
<td>Description:</td>
<td>Total number of crashes in the study period</td>
<td></td>
</tr>
<tr>
<td>alli</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2.5. System Goodness — 30 Points

<table>
<thead>
<tr>
<th>Current AADT/Lane</th>
<th>Future AADT/Lane</th>
<th>Functional Specification</th>
<th>Bridge Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;100,000</td>
<td>&gt;100,000</td>
<td>5</td>
<td>Sufficiently analyze all accidents and prioritize solutions</td>
</tr>
<tr>
<td>100,000 - 125,000</td>
<td>125,000 - 150,000</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>150,000 - 175,000</td>
<td>175,000 - 200,000</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>200,000 - 225,000</td>
<td>225,000 - 250,000</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>250,000 - 275,000</td>
<td>275,000 - 300,000</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>300,000 - 325,000</td>
<td>325,000 - 350,000</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>
## 2019-2020
### Bicycle/Pedestrian

### Scoring Criteria

<table>
<thead>
<tr>
<th>Facility Width</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;5,000</td>
<td>4</td>
</tr>
<tr>
<td>5,000-9,999</td>
<td>6</td>
</tr>
<tr>
<td>10,000-14,999</td>
<td>8</td>
</tr>
<tr>
<td>15,000-20,000</td>
<td>12</td>
</tr>
<tr>
<td>&gt;20,000</td>
<td>20</td>
</tr>
</tbody>
</table>

### 3.1 Accessibility/Public Health -- 10 Points

<table>
<thead>
<tr>
<th>Relationship to Transportation</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creates link in identified gap or provides new access in walking or bicycling network</td>
<td>10 possible</td>
</tr>
<tr>
<td>General improvements (no plans referenced)</td>
<td>5</td>
</tr>
<tr>
<td>Improvements to local corridor (references local plans)</td>
<td>5</td>
</tr>
<tr>
<td>Improvements to regional corridor (references regional or national plans)</td>
<td>5</td>
</tr>
<tr>
<td>Improves access to existing transit service</td>
<td>5</td>
</tr>
</tbody>
</table>

### 3.2 Economic Vitality -- 15 Points

<table>
<thead>
<tr>
<th>Serves Regional Activity &amp; Employment Centers</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project serves activity center * found to be of highest development intensity and walkability, and/or</td>
<td>15</td>
</tr>
<tr>
<td>Project implements elements &amp; recommendations of “Planning Sustainable Places” or corridor demonstration projects from “Creating Sustainable Places” initiatives, and/or</td>
<td>15</td>
</tr>
<tr>
<td>Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.</td>
<td>9</td>
</tr>
<tr>
<td>Project serves any activity center</td>
<td>6</td>
</tr>
<tr>
<td>None of the above</td>
<td>0</td>
</tr>
</tbody>
</table>

### 3.3 Environment -- 15 Points

<table>
<thead>
<tr>
<th>Environmental Lands</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant provides a map identifying priority natural resource conservation and restoration opportunities along the project corridor and in project watershed</td>
<td>1</td>
</tr>
<tr>
<td>Applicant specifies which conservation areas will be protected, articulates how, and what resources will be required</td>
<td>3</td>
</tr>
<tr>
<td>Applicant specifies which natural resource areas will be protected and restored, articulates how, and identifies what resources will be required</td>
<td>6</td>
</tr>
<tr>
<td>Applicant also articulates a comprehensive plan to conserve and restore natural resources on a watershed or sub-watershed scale with explicit linkages to other community and environmental assets</td>
<td>15</td>
</tr>
</tbody>
</table>

### 3.4 Public Health -- 5 Points

<table>
<thead>
<tr>
<th>Reduces Ozone Precursor Emissions</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project includes elements that use renewable energy sources, recycled materials, or other green technologies</td>
<td>5</td>
</tr>
</tbody>
</table>

### 3.5 Safety -- 15 Points

<table>
<thead>
<tr>
<th>Safety Elements</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provides separated crossing or parallel safe accommodation for pedestrians and/or bicyclists for railroads, freeways, rivers or other similar barriers</td>
<td>15</td>
</tr>
<tr>
<td>Crossing treatments, hazard mitigation, or proven safety countermeasures are provided at intersections or uncontrolled locations</td>
<td>10</td>
</tr>
<tr>
<td>Facility Width: 13 ft. curb lane OR 10 ft. SUP OR 5 ft. min sidewalk on one side of street</td>
<td>5</td>
</tr>
<tr>
<td>4 ft. bike lane or ride able shoulder OR &gt;12 ft. SUP OR &gt;5 ft. sidewalks both sides of street</td>
<td>3</td>
</tr>
</tbody>
</table>

### 3.6 System Performance -- 20 Points

<table>
<thead>
<tr>
<th>Addresses Identified System Preservation Need</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population residents &amp; employees w/in 1-mi radius:</td>
<td>4</td>
</tr>
<tr>
<td>&lt;5,000</td>
<td>4</td>
</tr>
<tr>
<td>5,000-9,999</td>
<td>6</td>
</tr>
<tr>
<td>10,000-14,999</td>
<td>8</td>
</tr>
<tr>
<td>15,000-20,000</td>
<td>12</td>
</tr>
<tr>
<td>&gt;20,000</td>
<td>20</td>
</tr>
</tbody>
</table>

### 3.7 Place Making -- 10 Points

<table>
<thead>
<tr>
<th>Design Elements</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appropriate design elements contributing to quality places (up to 10 pt. total)</td>
<td>10</td>
</tr>
<tr>
<td>Bicycle parking</td>
<td>1</td>
</tr>
<tr>
<td>Trash cans</td>
<td>1</td>
</tr>
<tr>
<td>Benches</td>
<td>1</td>
</tr>
<tr>
<td>Traffic calming such as bulb-outs, narrowing travel lanes, raised crosswalks</td>
<td>2</td>
</tr>
<tr>
<td>Uses new tested visibility technology or treatment beyond MUTCD</td>
<td>2</td>
</tr>
<tr>
<td>Lighting</td>
<td>2</td>
</tr>
<tr>
<td>Other (must describe)</td>
<td>2</td>
</tr>
</tbody>
</table>
## 4.1 Transportation Choices/Public Health — 10 Points

### Facilitation of Other Modes

| Improvement in 3 modes level of service | 10 |
| Improvement in 2 modes level of service | 5 |
| Improvement in 1 mode level of service | 2 |

### 4.2 Economic Vitality – 15 Points

#### Serves Regional Activity & Employment Centers

| Project serves activity center * found to be of highest development intensity and walkability, and/or Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status. | 15 |
| Project serves activity center found to be of higher development intensity/walkability Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status. | 9 |
| Project serves any activity center | 6 |
| None of the above | 0 |

### 4.3 Environment – 20 Points

#### Environmental Lands

| Applicant provides a map identifying priority natural resource conservation and restoration opportunities along the project corridor and in project watershed | 10 |
| Applicant specifies which conservation areas will be protected, articulates how, and what resources will be required | 2 |
| Applicant specifies which natural resource areas will be protected and restored, articulates how, and identifies what resources will be required | 4 |
| Applicant also articulates a comprehensive plan to conserve and restore natural resources on a watershed or sub-watershed scale with explicit linkages to other community and environmental assets | 10 |

#### MetroGreen Implementation

| Applicant clearly explains how project implements MG | 10 |
| Project does not enhance connectivity to MG | 0 |

### 4.4 Safety – 15 Points

#### Safety Elements

| Does the project include elements that improve transit safety or security? | 20 |

#### Incremental Scoring

| Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status. | 15 |

### 4.5 Public Health – 5 Points

#### Reduces Ozone Precursor Emissions

| One point for each strategy |

### 4.6 System Condition – 15 Points

#### Addresses Identified System Preservation Need

| 15 Points Maximum |

#### Incremental Scoring

| Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status. | 15 |

### 4.7 System Performance – 15 Points

#### Smart Moves Implementation

| 10 |

#### Operational Efficiency

| 5 |

| Improves coordination with other transit providers or services increases ridership on existing routes | 5 |
# 2019-2020

**Roadway Capacity**

**Scoring Criteria**

## 5.1 Transportation Choices/Public Health — 10 Points

<table>
<thead>
<tr>
<th>Facilitation of Other Modes</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Improvement in 3 modes level of service</td>
<td>10</td>
</tr>
<tr>
<td>Improvement in 2 modes level of service</td>
<td>5</td>
</tr>
<tr>
<td>Improvement in 1 modes level of service</td>
<td>2</td>
</tr>
<tr>
<td>Pedestrian LOS</td>
<td></td>
</tr>
<tr>
<td>Bicycle LOS</td>
<td></td>
</tr>
<tr>
<td>Transit LOS</td>
<td></td>
</tr>
</tbody>
</table>

## 5.2 Economic Vitality — 15 Points

**Supports the Regional Freight Network**

- Project is on the Freight Network and applicant explains how the project improves Freight Efficiency | 5 |
- Project is not on the Freight Network but applicant explains how the project improves Freight Efficiency | 3 |
- Project is not on the Freight Network and does not improve Freight Movement | 0 |

**Serves Regional Activity & Employment Centers**

- Project serves activity center * found to be of highest development intensity and walkability, and/or Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status. | 10 |
- Project serves activity center found to be of higher development intensity walkability, Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status. | 6 |
- Project serves any activity center | 4 |
- None of the above | 0 |

## 5.3 Environment — 20 Points

### 5.3.1 Environmental Lands

<table>
<thead>
<tr>
<th>Environmental Lands</th>
<th>MetroGreen Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant provides a map identifying priority natural resource conservation and restoration opportunities along the project corridor and in project watershed</td>
<td>1</td>
</tr>
<tr>
<td>Applicant specifies which conservation areas will be protected, articulates how, and what resources will be required</td>
<td>2</td>
</tr>
</tbody>
</table>

### 5.3.2 MetroGreen Implementation

<table>
<thead>
<tr>
<th>MetroGreen Implementation</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant clearly explains how project implements MetroGreen</td>
<td>10</td>
</tr>
<tr>
<td>Applicant clearly explains how project enhances connectivity to MG</td>
<td>5</td>
</tr>
<tr>
<td>Project does not implement or enhance connectivity to MetroGreen</td>
<td>0</td>
</tr>
</tbody>
</table>

## 5.4 Public Health — 5 Points

**Reduces Ozone Precursor Emissions**

- Reduces urban heat island effect through materials or landscaping |  |
- Decreased energy/fuel use |  |
- Alternative fuel use |  |
- Multi-modal/increased bike/ped access |  |
- Traffic flow/congestion mitigation |  |

## 5.5 Safety — 20 Points

### 5.5.1 Accident Severity

<table>
<thead>
<tr>
<th>Accident Severity</th>
<th>5 Year Crash Rate*</th>
<th>Data Driven Analysis</th>
<th>Countermeasures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serves Regional Activity &amp; Employment Centers</td>
<td>Project does not implement or enhance connectivity to MetroGreen</td>
<td>Describe safety analysis methods used including either quantitative or qualitative or both. Describe the results of this study. Examples may include, but are not limited to, site or systemic analysis, Road Safety Audit, field surveys, local network analysis</td>
<td></td>
</tr>
<tr>
<td>Serves Regional Activity &amp; Employment Centers</td>
<td>Applicant clearly explains how project implements MetroGreen</td>
<td>Project implements elements &amp; recommendations of &quot;Planning Sustainable Places&quot; or corridor demonstration projects from &quot;Creating Sustainable Places&quot; initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.</td>
<td></td>
</tr>
<tr>
<td>Serves Regional Activity &amp; Employment Centers</td>
<td>Applicant clearly explains how project enhances connectivity to MG</td>
<td>Project is on the Freight Network and applicant explains how the project improves Freight Efficiency</td>
<td></td>
</tr>
<tr>
<td>Serves Regional Activity &amp; Employment Centers</td>
<td>Applicant clearly explains how project improves Freight Efficiency</td>
<td>Project is on the Freight Network and applicant explains how the project improves Freight Efficiency</td>
<td></td>
</tr>
<tr>
<td>Serves Regional Activity &amp; Employment Centers</td>
<td>Project is not on the Freight Network but applicant explains how the project improves Freight Efficiency</td>
<td>Project is not on the Freight Network but applicant explains how the project improves Freight Efficiency</td>
<td></td>
</tr>
</tbody>
</table>

### 5.5.2 Safety Blueprint

**Road Segments**

- Road Segments |
- Intersections |
- Crash Rate per 100 million VMT |
- Total number of crashes in the study period |
- Number of years of data |
- Traffic volume |
- Length of segment (mi) |

### 5.5.3 Project Severity Score

<table>
<thead>
<tr>
<th>Project Severity Score</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant specifies which conservation areas will be protected, articulates how, and what resources will be required</td>
<td>10</td>
</tr>
<tr>
<td>Applicant clearly explains how project implements MetroGreen</td>
<td>5</td>
</tr>
<tr>
<td>Applicant clearly explains how project enhances connectivity to MG</td>
<td>0</td>
</tr>
</tbody>
</table>

### 5.5.4 System Performance

**Road Segments**

- Road Segments |
- Intersections |
- Crash Rate per 100 million VMT |
- Total number of crashes in the study period |
- Number of years of data |
- Traffic volume |
- Length of segment (mi) |

### 5.5.5 Crash Rate Formula

\[
PSS = 5 \times (SR - 1) \\
SR = \frac{9 \times FC + 3.5 \times IC + 1.0 \times PDO}{TNC} \\
PSS: Project Severity Score \\
SR: Severity Ratio \\
PDO: Property Damage Only \\
FC: Fatal Crashes \\
IC: Injury Crashes \\
TNC: Total Number of Crashes \\
R=1,000,000 \times C/365 \times N \times V \\
R=1,000,000 \times C/365 \times N \times V \times L \\
C=Total number of crashes in the study period \\
N=Number of years of data \\
V=Traffic volume \\
L=Length of segment (mi) \\
R=Crash Rate per 100 million VMT \\
\]

### 5.5.6 Data

- Total Number of Crashes |
- Fatal Crashes |
- Injury Crashes |
- Property Damage Only |
- Severity Ratio |
- Project Severity Score |

**Road Segments**

- Road Segments |
- Intersections |
- Crash Rate per 100 million VMT |
- Total number of crashes in the study period |
- Number of years of data |
- Traffic volume |
- Length of segment (mi) |

### 5.5.7 Crash Rate Formula

\[
PSS = 5 \times (SR - 1) \\
SR = \frac{9 \times FC + 3.5 \times IC + 1.0 \times PDO}{TNC} \\
PSS: Project Severity Score \\
SR: Severity Ratio \\
PDO: Property Damage Only \\
FC: Fatal Crashes \\
IC: Injury Crashes \\
TNC: Total Number of Crashes \\
R=1,000,000 \times C/365 \times N \times V \\
R=1,000,000 \times C/365 \times N \times V \times L \\
C=Total number of crashes in the study period \\
N=Number of years of data \\
V=Traffic volume \\
L=Length of segment (mi) \\
R=Crash Rate per 100 million VMT \\
\]

### 5.5.8 Data Driven Analysis

- Data Driven Analysis |
- Countermeasures |
- Describe safety analysis methods used including either quantitative or qualitative or both. Describe the results of this study. Examples may include, but are not limited to, site or systemic analysis, Road Safety Audit, field surveys, local network analysis |
- Describe how selected safety countermeasures relate to the Regional Safety Blueprint and/or the safety analysis process previously described |

## 5.6 System Condition — 10 Points

### 5.6.1 Useful Life

<table>
<thead>
<tr>
<th>Useful Life</th>
<th>Bridge</th>
<th>System Efficiency</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;20 Years</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>13-20 Years</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>0-12 Years</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

### 5.6.2 Bridge

- Project includes replacement or rehabilitation of a bridge with a sufficiency rating of 70 or less |
- On Congested CMS Segment |
- On Congested CMS Segment |
- On CMS Network |
- Not on CMS |

### 5.6.3 System Efficiency

- System Efficiency |
- 3 |

## 5.7 System Performance — 10 Points

### 5.7.1 Current LOS

<table>
<thead>
<tr>
<th>Current LOS</th>
<th>Future LOS</th>
<th>Future AADT/Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td>E or F</td>
<td>3</td>
<td>&gt;10,002</td>
</tr>
<tr>
<td>D</td>
<td>2</td>
<td>5,001 - 10,000</td>
</tr>
<tr>
<td>C</td>
<td>1</td>
<td>2,501 - 5,000</td>
</tr>
<tr>
<td>A or B</td>
<td>0</td>
<td>0 - 2,500</td>
</tr>
</tbody>
</table>

### 5.7.2 Future LOS

<table>
<thead>
<tr>
<th>Future LOS</th>
<th>Current AADT/Lane</th>
<th>Future AADT/Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>3</td>
<td>4</td>
</tr>
</tbody>
</table>

### 5.7.3 Facilities Analysis

- Data: |
- Total Number of Crashes |
- Fatal Crashes |
- Injury Crashes |
- Property Damage Only |
- Severity Ratio |
- Project Severity Score |

**Road Segments**

- Road Segments |
- Intersections |
- Crash Rate per 100 million VMT |
- Total number of crashes in the study period |
- Number of years of data |
- Traffic volume |
- Length of segment (mi) |

### 5.7.4 Crash Rate Formula

\[
PSS = 5 \times (SR - 1) \\
SR = \frac{9 \times FC + 3.5 \times IC + 1.0 \times PDO}{TNC} \\
PSS: Project Severity Score \\
SR: Severity Ratio \\
PDO: Property Damage Only \\
FC: Fatal Crashes \\
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TNC: Total Number of Crashes \\
R=1,000,000 \times C/365 \times N \times V \\
R=1,000,000 \times C/365 \times N \times V \times L \\
C=Total number of crashes in the study period \\
N=Number of years of data \\
V=Traffic volume \\
L=Length of segment (mi) \\
R=Crash Rate per 100 million VMT \\
\]
## 6. Transportation Choices/Public Health — 30 Points

### Scoring Criteria

**PSS= 5x(SR-1)**

**SR= (9 x FC) + (3.5 X IC) + (1.0 X PDO)/TNC**

**Formula:**

- **PSS:** Project Severity Score
- **SR:** Severity Ratio
- **PDO:** Property Damage Only
- **IC:** Injury Crashes
- **FC:** Fatal Crashes
- **TNC:** Total Number of Crashes

**Data:**

- **6.1 Transportation Choices/Public Health — 10 Points**
  - **6.2 Economic Vitality — 15 Points**
  - **6.3 Environment — 20 Points**

### Improvement in 3 modes level of service

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>2</td>
<td>5</td>
</tr>
</tbody>
</table>

### Improvement in 2 modes level of service

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>None</td>
</tr>
</tbody>
</table>

### Pedestrian LOS

- **City**
- **Bicycle LOS**
- **Transit LOS**

### Bridge

- **MetroGreen Implementation**

#### Support the Regional Freight Network

- **Project is not on the Freight Network and applicant explains how the project improves Freight Movement**
- **Project is not on the Freight Network but applicant explains how the project improves Freight Movement**
- **Project is on the Freight Network and applicant explains how the project improves Freight Movement**

### Serve Regional Activity & Employment Centers

- **None of the above**
- **Applicant clearly explains how project enhances connectivity to MG**
- **Applicant specifies which natural resource areas will be protected, articulates how, and identifies what resources will be required**
- **Applicant also articulates a comprehensive plan to conserve and restore natural resources on a watershed or sub-watershed scale with explicit linkages to other community and environmental assets**

### Reduce Greenhouse Gas Emissions

- **One point for each strategy**
- **None of the above**
  - **Another fuel use**
  - **Multi-modal/increased bike/ped access**

### 2019-2020

<table>
<thead>
<tr>
<th>AADT/Lane</th>
<th>Current AADT/Lane</th>
<th>Future AADT/Lane</th>
<th>CV</th>
<th>TAC</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 2,500</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>2,501 - 5,000</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>5,001 - 10,000</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>&gt;10,001</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### Support the Regional Freight Network

- **None of the above**
- **Project is not on the Freight Network**
- **Project is on the Freight Network**

### Serve Regional Activity & Employment Centers

- **None of the above**
- **Applicant clearly explains how project enhances connectivity to MG**
- **Applicant specifies which natural resource areas will be protected, articulates how, and identifies what resources will be required**
- **Applicant also articulates a comprehensive plan to conserve and restore natural resources on a watershed or sub-watershed scale with explicit linkages to other community and environmental assets**

### Reduce Greenhouse Gas Emissions

- **One point for each strategy**
- **None of the above**
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### 2019-2020

<table>
<thead>
<tr>
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<td>3</td>
</tr>
<tr>
<td>5,001 - 10,000</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>&gt;10,001</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### Support the Regional Freight Network

- **None of the above**
- **Project is not on the Freight Network**
- **Project is on the Freight Network**

### Serve Regional Activity & Employment Centers

- **None of the above**
- **Applicant clearly explains how project enhances connectivity to MG**
- **Applicant specifies which natural resource areas will be protected, articulates how, and identifies what resources will be required**
- **Applicant also articulates a comprehensive plan to conserve and restore natural resources on a watershed or sub-watershed scale with explicit linkages to other community and environmental assets**

### Reduce Greenhouse Gas Emissions

- **One point for each strategy**
- **None of the above**
  - **Another fuel use**
  - **Multi-modal/increased bike/ped access**

### 2019-2020

<table>
<thead>
<tr>
<th>AADT/Lane</th>
<th>Current AADT/Lane</th>
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<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>&gt;10,001</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>
## 2019-2020

### Transportation Safety

#### STP Scoring Criteria

##### 7.1 Stakeholder Engagement -- 10 Points

| Extent to which the project will engage multiple professional sectors and their stakeholders. | 10 |

##### 7.2 Transportation Choices/Public Health -- 10 Points

| Facilitates Other Transportation Modes | 10 |

- Improves highway rail grade crossing safety
- Improves bicycle and pedestrian safety
- Improves bus transit safety or transit rider safety

##### 7.3 Economic Vitality -- 15 Points

| Supports the Regional Freight Network | 5 |

| Project is on the Freight Network and applicant explains how the project improves freight movement | 5 |
| Project is not on the Freight Network and does not improve freight movement | 0 |

##### 7.4 Safety -- 35 Points

<table>
<thead>
<tr>
<th>Accident Severity</th>
<th>5 Year Crash Rate*</th>
<th>Data Driven Analysis</th>
<th>Countermeasures</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>&gt;80%</td>
<td>2 = &lt;19%</td>
<td></td>
</tr>
</tbody>
</table>

- Formula: \[ R = \frac{1,000,000 \times C}{365 \times N \times V} \]

- PDO: Property Damage Only
- IC: Injury Crashes
- FC: Fatal Crashes
- TNC: Total Number of Crashes

- SR: Severity Ratio
- PSS: Project Severity Score

| SR = \frac{9 \times FC}{365} + \frac{3.5 \times IC}{N \times V} + \frac{1.0 \times PDO}{TNC} |

| Project is on the Freight Network and does not improve Freight Movement | 5 |
| Project is not on the Freight Network and does not improve Freight Movement | 0 |

##### 7.5 System Performance -- 20 Points

<table>
<thead>
<tr>
<th>Current AADT/Lane</th>
<th>10</th>
<th>Future AADT/Lane</th>
<th>10</th>
</tr>
</thead>
<tbody>
<tr>
<td>10,001</td>
<td>10</td>
<td>&gt;10,001</td>
<td>10</td>
</tr>
<tr>
<td>5,001 - 10,000</td>
<td>8</td>
<td>5,001 - 10,000</td>
<td>8</td>
</tr>
<tr>
<td>2,501 - 5,000</td>
<td>6</td>
<td>2,501 - 5,000</td>
<td>6</td>
</tr>
<tr>
<td>0 - 2,500</td>
<td>4</td>
<td>0 - 2,500</td>
<td>4</td>
</tr>
<tr>
<td>Scoring Criteria</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>---</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8.1 Transportation Choices/Public Health</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Number of transportation modes directly integrated</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Project improves bicycle/pedestrian connections between complimentary land uses</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8.2 Economic Vitality</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Serves regional activity or employment center</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Supports regional freight network</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8.3 Environment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Preserves or restores environmentally sensitive lands, cultural resources and agricultural lands and/or includes an environmental mitigation plan</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Helps implement or connect MetroGreen® regional trails and greenways system</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8.4 Public Health</td>
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<tr>
<td>- Reduces ozone precursor emissions</td>
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<tr>
<td>8.5 Safety and Security</td>
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<tr>
<td>- Has completed a safety analysis and has described results</td>
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<tr>
<td>- Includes appropriate countermeasures or systematic safety improvements</td>
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<tr>
<td>8.6 System Condition</td>
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<tr>
<td>- Increases useful life of existing facility</td>
<td>15</td>
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<tr>
<td>- Addresses a deferred maintenance or system maintenance need</td>
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<tr>
<td>8.7 System Performance</td>
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<tr>
<td>- Increases efficiency of existing system</td>
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<tr>
<td>- Reduces current congestion</td>
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<td></td>
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<tr>
<td>- Volume of travel</td>
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