

INFORMATION ITEM

DATE: June 9, 2021
TO: TAC Funding and Programming Committee
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SUBJECT: 2022 Regional Solicitation: Criteria and Measure Weighting

During the process of the 2014 Regional Solicitation redesign, TAB established scoring criteria to be included in each scoring category. TAB assigned point values to each of the criteria. Within each of the criteria is one or more scoring measures. TAB approved these scoring measures and their point values with input from TAC and the TAC Funding & Programming Committee. Over the years several changes have occurred to the scoring measures and their values while fewer changes have occurred to the criteria, with the most notable example being the addition of a 100-point cost-effectiveness score for 2016 along with a new slate of criteria and measures for the Spot Mobility & Safety category that was added in 2020.

To this point, no changes are proposed to the weighting of the criteria or the measures from what was used in 2020.

Attachment 1 shows the criteria and weighting thereof for each of the application categories. Attachments 2 through 5 show distribution of points within and between the criteria.

ATTACHMENT 1: DRAFT CRITERIA WEIGHTING

Criteria	Traffic Mgmt. Tech.	Spot Mobility & Safety	Strategic Capacity	Roadway Recon / Mod	Roadway Bridges	Transit Exp	Transit Mod.	TDM	Multi-Use Trails & Bike Facility	Ped. Facility	Safe Routes to School
Role in the Regional System	16%	16%	19%	10%	18%	9%	9%	18%	18%	14%	--
Usage	11%	--	16%	16%	12%	32%	30%	9%	18%	14%	23%
Safety	18%	25%	14%	16%	--	--	--	--	23%	27%	23%
Congestion /Air Quality	18%	25%	14%	7%	--	18%	5%	27%	--	--	--
Infrastructure Age	7%	--	4%	16%	36%	--	--	--	--	--	--
Equity and Housing Performance	9%	9%	9%	9%	9%	18%	16%	14%	11%	11%	11%
Multimodal Facilities	5%	9%	9%	10%	9%	9%	9%	--	9%	14%	--
Risk Assessment	7%	7%	7%	7%	7%	5%	5%	5%	12%	12%	12%
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	--	23%
Transit Improvements	--	--	--	--	--	--	18%	--	--	--	--
TDM Innovation	--	--	--	--	--	--	--	18%	--	--	--
Cost Effectiveness	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
TOTAL POINTS	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100

Changes shown from 2020: none.

Changes from 2018 to 2020: In Roadway Reconstruction/Modernization, Role in the Regional System moved from 15% to 10% with small changes in other criteria. The reason is that a measure (Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas) was removed.

ATTACHMENT 2: ROADWAY MEASURES

Criteria and Measures	Traffic Mgmt	Spot Mob.	Strat Cap.	Recon/Mod	Bridge
Role in the Regional Transportation System and Economy	175	175	210	105	195
Distance to the nearest parallel bridge					100
Congestion, Adjacent Congestion, or PA Intersection Conversion Study Priorities		100	80		
Functional Classification of project	50				
Connection to Total Jobs, Manu/Dist. Jobs, and Post-Secondary Students			50	65	30
Integration within existing traffic management systems	50				
Highway Truck Corridor Tiers	50	75	80	40	65
Coordination with other agencies	25				
Usage	125		175	175	130
Current daily person throughput	85		110	110	100
Forecast 2040 average daily traffic volume	40		65	65	30
Equity and Housing Performance	100	100	100	100	100
Benefits and outreach to disadvantaged populations	50	50	50	50	50
Housing Performance Score / affordable housing connection	50	50	50	50	50
Infrastructure Age/Condition	75		40	175	400
Date of construction			40	50	
Upgrades to obsolete equipment	75				
Geometric, structural, or infrastructure deficiencies				125	
Bridge Sufficiency Rating					300
Load-Posting					100
Congestion Reduction/Air Quality	200	275	150	80	
Vehicle delay reduced		200	100	50	
Congested roadway (V/C Ratio)	150				
Kg of emissions reduced		75	50	30	
Emissions and congestion benefits of project	50				
Safety	200	275	150	180	
Crashes reduced	50	225	120	150	
Safety issues in project area	150				
Pedestrian Crash Reduction (Proactive)		50	30	30	
Multimodal Elements and Existing Connections	50	100	100	110	100
Transit, bicycle, pedestrian, elements and connections	50	100	100	110	100
Risk Assessment	75	75	75	75	75
Risk Assessment Form	75	75	75	75	75
Cost Effectiveness	100	100	100	100	100
Cost effectiveness (total points awarded/total project cost)	100	100	100	100	100
Total	1,100	1,100	1,100	1,100	1,100

ATTACHMENT 3: TRANSIT MEASURES

Criteria and Measures	Transit Expansion	Transit Modernization
Role in the Regional Transportation System and Economy	100	100
Connection to Jobs and Educational Institutions	50	50
Average number of weekday transit trips connected to the project	50	50
Usage	350	325
Existing Riders		325
New Annual Riders	350	
Equity and Housing Performance	200	175
Benefits and outreach to disadvantaged populations	150	125
Housing Performance Score / affordable housing connection	50	50
Emissions Reduction	200	50
Total emissions reduced	200	50
Multimodal Elements and Existing Connections	100	100
Bicycle and pedestrian elements of the project and connections	100	100
Risk Assessment	50	50
Risk Assessment Form	50	50
Service and Customer Improvements		200
Project improvement for transit users		200
Cost Effectiveness	100	100
Cost effectiveness (total points awarded/total annual project cost)	100	100
Total	1,100	1,100

ATTACHMENT 4: TDM MEASURES

Criteria and Measures	Points
1. Role in the Regional Transportation System and Economy	200
Ability to capitalize on existing regional transportation facilities and resources	200
2. Usage	100
Users	100
3. Equity and Housing Performance	150
Benefits and outreach to disadvantaged populations	100
Housing Performance Score / affordable housing connection	50
4. Congestion Reduction/Air Quality	300
Congested roadways in project area	150
VMT reduced	150
5. Innovation	200
Project innovations and geographic expansion	200
6. Risk Assessment	50
Technical capacity of applicant's organization	25
Continuation of project after initial federal funds are expended	25
7. Cost Effectiveness	100
Cost effectiveness (total project cost/total points awarded)	100
Total	1,100

ATTACHMENT 5: BIKE / PEDESTRIAN MEASURES

Criteria and Measures	Multiuse Trails / Bike	Pedestrian	SRTS
Role in the Regional Transportation System and Economy	200	150	
Identify location of project relative to Regional Bicycle Transportation Network	200		
Connection to Jobs and Educational Institutions		150	
Potential Usage	200	150	250
Existing population and employment within 1 mile	200		
Existing population within ½ mile		150	
Average share of student population that bikes, walks, or uses transit			170
Student population within school's walkshed			80
Equity and Housing Performance	120	120	120
Benefits and outreach to disadvantaged populations	70	70	70
Housing Performance Score / affordable housing connection	50	50	50
Deficiencies and Safety	250	300	250
Barriers overcome or gaps filled	100	120	100
Deficiencies corrected or safety problem addressed	150	180	150
Multimodal Facilities and Existing Connections	100	150	
Transit or pedestrian elements of the project and existing connections	100	150	
Risk Assessment/Public Engagement	130	130	130
Risk Assessment Form	130	130	85
Public Engagement			45
Relationship between Safe Routes to School Program Elements			250
Describe how project addresses 6 Es of SRTS Program			170
Completion of Safe Routes to School Plan			80
Cost Effectiveness	100	100	100
Measure A-Cost effectiveness (Total project cost/total points awarded)	100	100	100
Total	1,100	1,100	1,100