# RTC Selection Criteria
# Transportation Improvement Program

## *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 Needs Criteria*

| **Evaluation Criteria** | **Weight** |
|---|---|
| Mobility | 20 |
| Multimodal/Operations | 15 |
| Safety | 20 |
| Economic Development | 20 |
| Financial/Implementation | 15 |
| Sustainability/Air Quality | 10 |
| | 100 |

## *Mobility* — *20 Maximum*

| | |
|---|---|
| **Existing Peak Hour Condition** | **0-8** |
| • V/C Ratio 0.9 or greater/Less than 60% of Posted Speed | 8 |
| • V/C Ratio 0.8 to 0.89/60-64% of Posted Speed | 6 |
| • V/C Ratio 0.7 to 0.79/65-69% of Posted Speed | 4 |
| • V/C Ratio 0.5 to 0.69/70-74% of Posted Speed | 2 |
| • Transit (Unless corridor can be identified) | 5 |
| **RTP 20-Year Model** | **0-4** |
| • V/C Ratio Reduced 0.2 or more | 4 |
| • V/C Ratio Reduced 0.1 | 2 |
| • V/C Ratio Reduced 0.05 | 1 |
| • Modeled Speed Improvement | 1-4 |
| **Congestion Management Process** | **0-6** |
| • On CMP Network | 2 |
| • Project Addresses CMP Concern | 0-4 |
| **Network Development** | **0-4** |
| • Extends Improvements | 1-2 |
| • Completes Gap | 2-3 |
| • Completes Corridor | 3-4 |
| • New Network Connection | 0-4 |
| • Improves Parallel Corridor | 0-2 |

| | |
|---|---|
| **Truck Route** | **0-5** |
| • T5-T1 | 1-5 |
| **Benefit Weighted by Existing Peak Hour Volume** | **0-3** |
| • 1,501+ Vehicles | 3 |
| • 901-1,500 Vehicles | 2 |

## *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, Bus-Pullout) | 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** | **0-10** |
| • Sliding Scale | 0-10 |
| **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
- 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

## *Financial/Implementation* — *15 Maximum*

| | |
|---|---|
| **Overmatch Funding** | **0-10** |
| • 1 Point per 3% Above Minimum Local Match | |
| **Previously Completed Work (Prior to application deadline)** | **0-6** |
| • Environmental Permits Submitted/Approved | 1-2 |
| • Plans, Specs, and Estimate Completed | 2 |
| • Right of Way Acquisition Complete | 2 |
| • No Sensitive Areas or Issues Pending | 2 |
| **Full Funding In Place** | **3** |

## *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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