

# PC Final **CMAQ** Evaluation Criteria

## Expanded Scoring Methodology

2015-2018 TIP

	Total Project Cost			Category Weighting = .25
		Total funding required:	\$500,000 or less	10 - Or -
			> \$500,000 but < \$750,000	7 - Or -
			> \$750,000 but < \$1,000,000	5 - Or -
			> \$1,000,000	3
2	Displacement			Category Weighting = .25
		Degree of displacement (ie.# of businesses or residences affected)	None	10 - Or -
			Low number and size	9 - Or -
			Moderate number and size	5 - Or -
			High number and size	1
3	Economic Benefits			Category Weighting = .4
		Economic benefits after project completion	High	10 - Or -
			Moderate	7 - Or -
			Low	3
4	O&M Costs			Category Weighting = .25
		O&M costs associated with project	Low	10 - Or -
			Moderate	6 - Or -
			High	3
5	Population Served			Category Weighting = .5
		Project located as to serve or benefit:	Areawide users	10 - Or -
			An area that is <b>less than areawide</b> (eg NE, NW, SE, SW with Tudor and Seward Hwy as general boundaries	8 - Or -
			<b>More than one</b> community council, user group or purpose	6 - Or -
			<b>One</b> neighborhood	2

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6	Environmental Justice			Category Weighting = .4
			Project is located within <b>1/4 mile</b> of an EJ area and <b>will provide</b> new or improved access to transit, pedestrian or bike facilities	10 - Or -
		Environmental Justice	Project is located within <b>1/4 mile</b> of an EJ area but <b>does not provide</b> any new or improved access to transit, pedestrian or bike facilities	0 - Or -
			Project creates a <b>disproportionate negative effect</b> on an EJ area (reduces access to transit service, or negatively impacts pedestrian or bike facilities	-3
7	Multimodal Contribution			Category Weighting = .4
			<b>Significant</b> links or <b>significantly</b> improves mode transitions and improvements are needed <b>immediately</b>	10 - Or -
		Includes multimodal links	<b>Moderate</b> links or <b>moderately</b> improves mode transitions and improvements are needed	6 - Or -
			<b>Minimal</b> links	2 - Or -
			<b>No</b> links	0
8	Pollutant Reduction			Category Weighting = 2.25
			> <b>750 lbs</b> per day or <b>PM-10 &gt; 4,000 lbs</b> per \$1 M total annual expense	10 - Or -
		Project reduces CO by:	> <b>500 lbs</b> per day or <b>PM-10 &gt; 2500 lbs</b> per \$1 M total annual expense	7 - Or -
			> <b>-250 lbs</b> per day or <b>PM-10 &gt; 1,500 lbs</b> per \$1 M total annual expense	4 - Or -
			< <b>250 lbs</b> per day or <b>PM-10 &gt; 1,500 lbs</b> per \$1 M total annual expense	2
9	Air Pollutant Reduction			Category Weighting = .75
		Reduction of other pollutants such as fine particulate (PM-2.5), air toxics, greenhouse gases and/or noxious odors:	<b>Significant</b> benefits	10 - Or -
			<b>Some</b> benefits	6 - Or -
			<b>No</b> benefit	2 - Or -

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<b>10</b>	<b>Connectivity</b>				Category Weighting = <b>.4</b>
		Improves connectivity / project provides needed connections:	<b>Between large segments</b> of the city such as Downtown to Midtown and U-Med	10 - Or -	
			<b>Between neighborhoods</b>	6 - Or -	
			<b>Within neighborhoods</b>	4 - Or -	
			Provides <b>no connectivity</b> benefit	0	
<b>11</b>	<b>Alternative Transportation</b>				Category Weighting = <b>.6</b>
		Project provides/encourages use of alternative transportation methods and/or discourages S.O.V. use?	Project provides for a <b>new transit service</b>	5 - Or -	
			Project implements a transportation demand management ( <b>TDM</b> ) <b>strategy</b>	3 - Or -	
			Project <b>does not</b> provide any of these measures	0	
<b>12</b>	<b>Reducing Delay</b>				Category Weighting = <b>1.0</b>
		Cost effectiveness in reducing delay (reduces vehicle hours of delay)	<b>Significantly</b> reduces VHD in relation to cost; incorporates TDM techniques	10 - Or -	
			<b>Moderately</b> reduces VHD in relation to cost; incorporates TDM techniques	7 - Or -	
			<b>Negligible</b> reduction in VHD	4	
<b>13</b>	<b>Plan Approval</b>				Category Weighting = <b>.6</b>
		Required By or Supports an Approved Plan:	Supports a required <b>SIP project</b>	10 - and / Or -	
			Supports an approved <b>plan other than SIP</b> (i.e. Comp Plan, Trails Plan, Transit Plan, District Plan, etc.)	10	
<b>14</b>	<b>Project Support</b>				Category Weighting = <b>.25</b>
		Public Support:	<b>Broad based area-wide</b> support and project is in an approved Transportation related plan	10 - Or -	
			<b>Local area</b> support for project (resolution from local government)	7 - Or -	
			<b>Limited</b> support for project (neighborhood petition, community council resolution)	4 - Or -	
			<b>No</b> significant support for project is documented	0 - Or -	
			<b>Local opposition</b> is documented	-3 - Or -	

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15	Project Readiness			Category Weighting = .4
		Can the project obligate:	<b>All funds</b> requested <b>immediately</b> and be completed within <b>one year</b> of receiving funding	10 - Or -
			<b>All funds</b> requested <b>within three months</b> of FFY and be completed within <b>2 years</b> of receiving funding	8 - Or -
			<b>A portion</b> of requested funds immediately and begin first phase of project; project completed within <b>3 years</b> of receiving first funding	6 - Or -
			Requires <b>concept approval</b> ; matching funds not identified; uncertain timeline for obligation, construction and completion	2
16	Safety			Category Weighting = .6
		Contributions to public safety (other than health) E.g., anticipated effect on crash rates	<b>Yes</b>	1 -10 - Or -
			<b>No</b>	0
17	ITS			Category Weighting = .4
		Consider the extent to which the project involves or uses ITS or other innovative technology to achieve its intended purpose:	<b>Extensive use</b> ; new ITS/innovation technology; new application of existing technology; supports MTP goals and objectives	10 - Or -
			<b>Some use</b> of ITS/innovative technology; mostly applications and technology already in use	7 - Or -
			<b>Minimal use</b> ; existing/old generation ITS	3 - Or -
			<b>No ITS</b> or innovative technology/applications	0